

THE VOICE OF BRITISH MOTORSPORT

# MOTORSPORT NEWS

■ JULY 21 2022 ■ EVERY THURSDAY ■ £3.99 ■ FORMERLY MOTORING NEWS



**EXCLUSIVE INTERVIEW**

**TIM SUGDEN**

**The BTCC and sportscar star  
tackles the MN readers' questions p20**

*Toyota's sensation does it again with battling Rally Estonia victory*

# ROVANPERA ZEROES IN ON MAIDEN WRC TITLE



Rovanpera was perfect in Estonia



Co-driver Halttunen and Rovanpera (right)

By Graham Lister

Kalle Rovanperä moved a step closer to his first World title with his fifth victory of the season in Estonia on Sunday.

With six events remaining and a maximum score of 30 points on each round, the 21-year-old is 83 points clear of his closest rival Thierry Neuville and 96 ahead of his Toyota team-mate Elfyn Evans.

The Welshman climbed from sixth to third in the standings with his third 2022 podium but admitted he was no match for the Flying Finn.

"I had no answer, he's been very, very good," Evans said of Rovanperä, who won the rain-hit Powerstage by 22.5s for an overall one-minute winning margin.

Craig Breen led initially but crashed his M-Sport Ford Puma on SS4.

**Full Report, p16**

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**MOTORSPORT  
NEWS**

## INSIGHT

### BTCC ASSESSED AT THE HALFWAY POINT

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performers  
so far **p18**



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All the reports  
from the  
British  
circuits **p31**







### ATLAS AXLE PARTS, BLACKLINE

Atlas plate style diff, historic spec. with 'Boreham' mods, 18 tooth side gears **£495.80** £594.96

#### SPARES

Spare side gears, 18 tooth **each** £32.50 £39.00  
Motorsport plate kit **each** £83.90 £100.68  
Wavy plate **each** £16.30 £19.56  
Atlas CWP, 3.4, 3.7, 4.6, 5.1 **each** £251.80 £302.16

Atlas axle casing, thick tube, double pinned & breather  
Pig's head only

**£198.60** £238.32  
**£165.00** £198.00

Axle end stubs, R/H & L/H thread  
Axle locking rings, R/H & L/H thread  
Locking ring adjustment tool  
Caliper mount brackets, suit AP

**pair** £49.90 £59.88  
**pair** £21.90 £26.28  
**£25.50** £30.60  
**pair** £29.50 £35.40

**Fully-floating axle kit**  
**£328.60** £394.38

Fully floating hub assembly without shafts  
Fully floating axle kit, inc.(2) F/F Hub assemblies plus (2) '4340' halfshafts, 18 tooth (choice of length)  
Flange to suit F/F hub kit

**pair** £218.60 £262.32  
**£328.60** £394.38  
**£49.50** £59.40

#### SPARES

Studs **each** 5.90 £7.08  
Seal pack **pack** £13.90 £16.68  
Bearing, top quality **each** £38.90 £46.68  
770mm '4340' halfshaft, 18 tooth **each** £77.50 £93.00  
820mm '4340' halfshaft, 18 tooth **each** £82.50 £99.00

All Blackline halfshafts Group 1 and Group 4 are manufactured from 4340 alloy steel and have induction hardened teeth to Rockwell 50 HRC specifications. 4340 is about twice as strong as 1040 (the material which OEM halfshafts are normally manufactured from). It has a high degree of ductility to absorb shock loadings of abrupt acceleration, taking some load off the differential and CWP. However, it has a very high yield strength to sustain high torque loads without failure. 4340 is the ideal halfshaft material.

266 x 21 'Forest' type discs  
FBI 002 disc bells  
Halfshaft flange, not F/F, suit std. axle

**pair** £159.00 £190.80  
**pair** £51.00 £61.20  
**each** £59.50 £71.40

### ENGLISH AXLE PARTS, BLACKLINE

English plate style diff (30/90 ramps)  
Available 18 tooth (mates with semi-floating conversion kit)  
Available 22 tooth (mates with std. halfshaft)  
Spare plate kit  
Spare side gears, 18 or 22 tooth (please state)  
English CWP, 3.54, 3.7, 3.9, 4.1, 4.4, 4.7, 4.9, 5.1, 5.3  
Spare side bearing, top quality  
Crush washer  
Crown wheel bearing  
Pinion bearing  
Atlas into English semi-floating hub kit, inc. (2) '4340' halfshafts, 18 tooth  
English axle weld-on brace ring  
Special 10mm axle brace, English axle  
SPARES  
Semi-floating hub assembly (less bearing)  
Bearing '4340'  
Halfshaft, suit semi-floating kit  
Flange, not semi-floating, suit std. axle  
Flange, Group 1 type  
Brake disc, 265 x 10

**£395.80** £474.96  
**£395.80** £474.96  
**£39.50** £47.40  
**£32.50** £39.00  
**£231.50** £277.80  
**£19.90** £23.88  
**£5.90** £7.08  
**£9.90** £11.88  
**£14.90** £17.88  
**£443.80** £532.56  
**£39.90** £47.88  
**£99.50** £119.40  
**each** £144.40 £173.28  
**£48.90** £59.76  
**£77.50** £93.00  
**£59.50** £71.40  
**£59.50** £71.40  
**each** £34.50 £41.40

### HELICAL LSDs, BLACKLINE

English axle, Caterham, 22 spline **£324.00** £388.80  
Atlas axle, 16 spline **£354.00** £424.80  
Ford FWD - Escort, Fiesta, Focus, KA, Orion, Puma (BC/185 trans) **£399.00** £478.80  
Sierra 7", Caterham **£399.00** £478.80  
Focus ST170, Mini Cooper 'S' (6-speed Getrag box) **£399.00** £478.80  
Mazda MX5 (94-05) **£399.00** £478.80

### TRANSMISSION PARTS, BLACKLINE

4-speed bearing type gearlever  
5-speed bearing type gearlever  
5-speed quickshift conversion kit  
M10 ally 'Pro' gearknob  
M10 white or black nylon gearknob  
Propshaft, Type 9 - English or Atlas axle

**£38.50** £46.20  
**£40.50** £48.60  
**£13.50** £16.20  
**£14.90** £17.88  
**£12.50** £15.00  
**£89.50** £107.40



**Wilwood brakes kits from**  
**£299.51** £359.41

### ESCORT BRAKING PARTS

Wilwood brakes kit, 265x10, Powerlite caliper  
Wilwood brakes kit, 247x20, Midilite caliper  
Wilwood brakes kit, 285x21, Midilite caliper  
Balance bar pedal box, cable clutch  
Balance bar pedal box, hydraulic clutch  
RMD master cylinders  
Wilwood master cylinders  
Wilwood proportioning valve, knob  
Wilwood proportioning valve, lever  
Blackline 'swaged' stainless brake lines, 3-line  
Classic Ford wheels

**£299.51** £359.41  
**£468.49** £562.19  
**£571.40** £685.68  
**£189.50** £227.40  
**£215.00** £258.00  
**from** £21.50 £25.80  
**from** £29.50 £35.40  
**£42.50** £51.00  
**£57.50** £69.00  
**£29.74** £35.69  
**£69.00** £82.80  
**£76.00** £91.20  
**£87.50** £105.00  
**£99.00** £118.80

**Classic Ford wheels from**  
**£69.00** £82.80

Poly' bump stops, top axle mounting  
Escort 11/1300 front springs, 145-220lbs  
Escort RS front springs, 145-220lbs  
1.9" & 2.25" coil springs, 20,000 in stock!  
Adjustable spring seat kit  
Helper spring adaptor, 2.25"-2.25"  
Gaz, adjustable front shocks  
Gaz, adjustable (3-way) front shocks  
Gaz, adjustable rear shocks  
Quick steering racks

**pair** £8.12 £9.75  
**pair** £33.80 £40.56  
**pair** £33.80 £40.56  
**from** £15.90 £19.08  
**£24.50** £29.40  
**£10.50** £12.60  
**£67.60** £81.12  
**£299.50** £359.40  
**£65.00** £78.00  
**£119.50** £143.40  
**£139.50** £167.40  
**£149.50** £179.40

H/duty quick steering racks

**RH 2:4 ratio** £174.50 £209.40  
**RH 2:2 ratio** £204.50 £245.40  
**LH 2:4 ratio** £184.50 £225.40  
**LH 2:2 ratio** £214.50 £257.40  
**each** £16.80 £20.16  
**each** £49.50 £59.40  
**each** £49.50 £59.40  
**each** £9.50 £11.40  
**each** £49.60 £59.52

OEM style steering rack mounts  
Roller bearing top mount - spherical bearing,  
Roller bearing top mount - roller bearing,  
Roller bearing plastic dust covers  
Spherical bearing race type top mounts

**pair** £36.50 £43.80  
**pair** £63.50 £76.20  
**each** £14.90 £17.88  
**each** £59.50 £71.40  
**each** £31.00 £37.20  
**each** £106.50 £127.80  
**each** £28.50 £34.20  
**each** £10.50 £12.60  
**each** £19.80 £23.76  
**each** £119.50 £143.40  
**each** £185.00 £222.00  
**each** £65.00 £78.00  
**each** £17.00 £20.40  
**each** £23.50 £28.20  
**each** £96.95 £116.34  
**each** £128.00 £153.60  
**each** £130.00 £156.00  
**each** £69.50 £83.40  
**each** £79.50 £95.40  
**each** £9.60 £11.52  
**each** £49.50 £59.40  
**each** £10.90 £13.08  
**each** £199.50 £239.40  
**each** £49.50 £59.40  
**each** £44.90 £53.88  
**each** £51.50 £61.80  
**each** £12.90 £15.48  
**each** £137.00 £164.40  
**each** £16.50 £19.80  
**each** £119.50 £143.40  
**each** £13.90 £16.68

TCA's 'Pattern' style  
TCA's 'OEM' style  
TCA bush insertion tool  
Twin cam anti-roll bar  
Anti-dive kit  
World cup X-member  
World cup mounts  
RS2000 track rod ends  
Group 4 style all steel U/J coupling  
4-link kit  
Heavy duty 4-link kit  
Group 4 round turret kit  
Mk1 spring shackles  
Mk2 spring shackles  
OEM Escort RS struts  
Group 4 spec. front RS struts  
Escort RS stub axles  
RS steering arms  
Heavy duty steering arms, gusseted  
Quick fit steering arm kit  
Ally hubs - standard or Group 4  
Stub axle hardware kit  
Watts linkage kit  
Taper leaf springs, 146lb rate  
Ally tube strut brace, round tube  
Work style 60mm oval tube strut brace  
Rear lamp protectors  
Chassis mounted sump guard, wet sump  
Kaylan mudflaps, 4mm (500x300)  
Body jacking kit  
Ford hub nut socket, 3/4"D, 65mm

**pair** £36.50 £43.80  
**pair** £63.50 £76.20  
**each** £14.90 £17.88  
**each** £59.50 £71.40  
**each** £31.00 £37.20  
**each** £106.50 £127.80  
**each** £28.50 £34.20  
**each** £10.50 £12.60  
**each** £19.80 £23.76  
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**each** £12.90 £15.48  
**each** £137.00 £164.40  
**each** £16.50 £19.80  
**each** £119.50 £143.40  
**each** £13.90 £16.68

**OEM TCA's**  
**£63.50** £76.20



Mk1 Mexico front wing, LH or RH  
Mk2 front wing, LH or RH, std.  
Mk2 front wing, LH or RH, RS2000

**each** £265.22 £318.27  
**each** £72.10 £86.52  
**each** £175.00 £210.00

Full listing of all Mk1 and Mk2 body panels on our website



**X-Flow ally radiator**  
**£179.60** £215.52

X-Flow ally radiator  
RS2000 (Pinto) ally radiator  
13/235 oil cooler  
50.10 £60.12

Silicone hose kit, Mexico or RS2000  
(available blue, black or red)  
£62.34 £74.81



**WCP Interrupter pump**  
**£29.00** £34.80

WCP interrupter fuel pump  
WCP solid state fuel pump  
WCP injection fuel pump  
Bonnet pin kits, stainless  
Bonnet pin kits, alloy  
Aerocatch  
Avanti map light  
Manifold wrap, 2" x 15 metres (50ft), Vermiculite  
Roll cage padding, 3ft, B1 fire rating

**£29.00** £34.80  
**£19.00** £22.80  
**£32.19** £38.63  
**£5.00** £6.00  
**£7.00** £8.40  
**£31.00** £37.20  
**£19.50** £23.40  
**£29.60** £35.52  
**£6.00** £7.20



**M16 Calipers from**  
**£89.00** £106.80

M16 calipers to fit standard discs, pair  
M16 calipers to fit vented discs (no spacers needed), pair  
M16 caliper, shouldered bolts, set of 4  
Group 1 vented discs (247x20, pair)

4.25 ltr FIA plumbed-in fire system, full installation kit, FIA homologation EX 037.13  
Kit **£159.80** £191.76

### Escort Laminated & Heated Screens

Escort Mk1 front laminated screen (incl. rubber)  
Escort Mk2 front laminated screen (incl. rubber)  
Escort Mk1 front heated laminated screen (incl. rubber)  
Escort Mk2 front heated laminated screen (incl. rubber)  
Escort Mk1 front screen rubber  
Escort Mk2 front screen rubber  
Escort Mk1 rear screen rubber  
Escort Mk2 rear screen rubber  
Laser windscreen chip repair kit  
14" or 17" rear view mirror

**£69.50** £83.40  
**£69.50** £83.40  
**£198.60** £238.32  
**£198.60** £238.32  
**£24.92** £29.90  
**£23.92** £28.70  
**£29.08** £34.90  
**£29.08** £34.90  
**£13.90** £16.68  
**£14.90** £17.88

### Escort Mk2 Rubber Parts

Bonnet bump stop  
Bonnet rail bump stop, set of 4  
Bonnet bump stop, centre-rear  
Wiring loom bulkhead grommet  
Bonnet release cable grommet  
Steering column bulkhead grommet  
Handbrake backplate dust boots  
Spedo cable bulkhead grommet  
Throttle pedal pad  
Brake and clutch pedal pads  
Shock absorber top caps  
Rear bumper side plugs, set of 4  
Oil line bulkhead grommet  
Brake servo rod bellows

**pair** £6.20 £7.44  
**£10.90** £13.08  
**£5.10** £6.12  
**£6.90** £8.28  
**£5.20** £6.24  
**£7.20** £8.64  
**£7.10** £8.52  
**£5.20** £6.24  
**£5.20** £6.24  
**£8.00** £9.60  
**£13.90** £16.68  
**£9.90** £11.88  
**£5.10** £6.12  
**£5.20** £6.24



COMMENT

Photo: mcklien-imagedatabase.com, Toyota Gazoo Racing, Jakob Ebrey, Motorsport Images, Richard Styles



Remarkable as it might seem with six rounds left, but Rovanner is a title shoo-in

ROVANPERA SETS A NEW BENCHMARK

It is truly a remarkable season for Toyota's new rallying sensation Kalle Rovanner. The 21-year-old is already looking every inch the 2022 champion after a remarkable run of five victories from the last six World Rally Championship events.

Of course, the son of former round winner Harri Rovanner was always destined to follow in his father's wheeltracks and his success was telegraphed. He began his career at the age of 14 when he contested events in Latvia, where there is a more liberal approach to the age at which a driver can take to the wheel. Much like circuit racers have already got a mountain of experience from karting, Rovanner arrived at the top table with plenty of mileage under his belt.

Nevertheless, he ripped up the record books when he climbed onto the top step of the rostrum on Rally Estonia for Toyota. He had become the youngest to achieve the feat and people took notice, particularly when he repeated the feat on the Acropolis later on in the season.

What is remarkable is that Rovanner's recent run of success has come on a whole range of events. The Tarmac of the Croatia Rally, the gravel of Portugal and the sandy fesh fesh of the Safari Rally were all conquered without a blink. It is this kind of versatility that should have his rivals concerned. While he was helped with a bit of well-timed (for him, at least) rain in Estonia last weekend, who is to say he would not have managed to eclipse team-mate Elfyn Evans anyway?

So he is young, he is adaptable and he is seemingly able to cope with high pressure. And, he is closing in on a maiden title to write his name into the history books once more. He is a truly remarkable talent.

Also in this issue, the incumbent of our readers' Q&A hot seat is Tim Sugden, the proud Yorkshireman who was a factory British Touring Car Championship driver for both BMW and Toyota during the category's golden period in the early 1990s. He really shone when he stepped into sportscars and managed a remarkable fourth place at Le Mans in 1998. He insists he hasn't retired yet, either. There could be more chapters left to write.

We've also run the rule over the British Touring Car Championship as the battlers prepared to return to the circuits for the last five-meeting dash to the end of the season at Brands Hatch in October.

We have all the national racing reports, plus Paul Lawrence gives us the lowdown on the British Hillclimb Championship's return to the Channel Islands after two years away.

Also, don't forget to take part in our Motul-backed poll to unearth our favourite racing Lola. Make your voice heard by visiting page 34.

Matt James

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MOTORSPORT NEWS

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ALL HAIL THE NEW WRC KING

Kalle Rovanner keeps up his amazing rally-winning streak



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We look at the midpoint of the series and find who is on a title charge

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BTCC and sportscar ace tackles the readers posers



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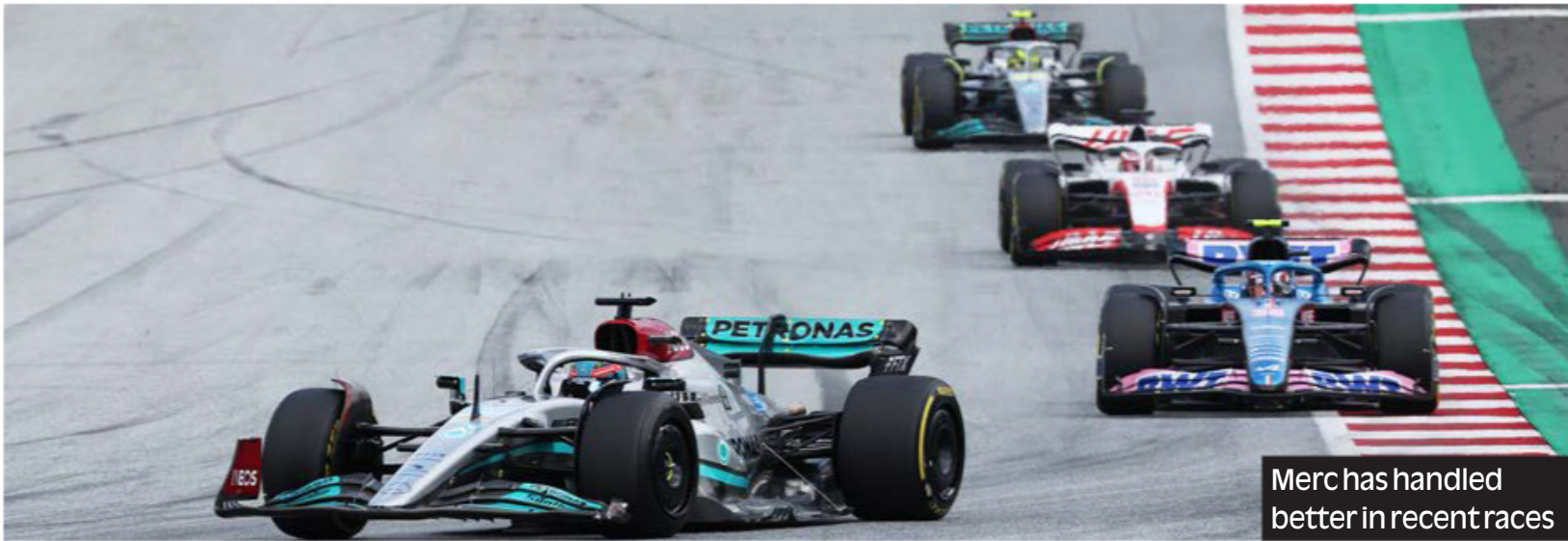
FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35



# RACING NEWS



Horner says he is on the lookout for a challenge from Mercedes



Photos: Motorsport Images  
Merch has handled better in recent races

## HORNER EXPECTS MERCEDES TO FIGHT AT THE FRONT IN FRENCH GRAND PRIX

### Red Bull boss looks forward to having six cars in the victory battle at Le Castellet

By Matt James

Red Bull boss Christian Horner expects Mercedes to continue its upwards trajectory at the French Grand Prix at Paul Ricard this weekend. The Brackley-based team has suffered a torrid start to the 2022

World championship with porpoising problems badly affecting its W13 chassis. Drivers Lewis Hamilton and George Russell have complained about the difficulty of racing the machines. However, seven-time champion Hamilton has scored podiums in the last three rounds on the bounce, while Russell has consolidated his

fifth place in the points table. Horner said that the smooth surface at Paul Ricard could help the duo make further gains and he says having another team battling for wins would be good for Formula 1. “We’ll expect them to be quick in Paul Ricard,” Horner said. “They’re showing flashes of being there or thereabouts. The

last two races have been pretty decent for them and there’s been no sign I think of any porpoising at all, so they seem to be slowly bringing themselves back into the game.” Mercedes is third in the constructors’ championship race but are a whopping 122 points behind table-topper Red Bull. “I think [Merc] will be a contender,”

added Horner. “They keep consistently scoring points. I’m not sure how far off they are in the constructors’ or drivers’ [championships] at the moment but, you know, sometimes having more cars in play is a good thing. Sometimes it might be a bad thing. “But I think for the fans it is great to have six cars, competing for victories.”



Officials say they played by the book rescuing Sainz’s burning car

## OFFICIALS DEFEND DELAY ON SAINZ FIRE REACTION

The safety team at the Austrian Grand Prix have issued a statement to defend their handling of Carlos Sainz’s engine blaze at the recent race. Sainz’s car blew up on lap 56 of the race and he pulled off near a gap in the barriers at Turn 4, but there was a delay in the volunteers reaching the machine. Spaniard Sainz was critical of the time it took to get to him. The statement from the officials said: “Intervention is only allowed after instructions from race control. On the one hand, this naturally increases the safety of the drivers and marshals, but

on the other hand, it has the disadvantage that interventions take a little longer.” “The place where Sainz parked the Ferrari was not visible from the marshals’ stand. They received instructions over the radio to go to the car with fire extinguishers, and when they saw the situation, they made the decision to call in the fire engine. “Another problem was that Sainz, understandably, became nervous in the vehicle and went off the brakes too early. The wedge had to be pushed under the rolling vehicle, which of course made the whole thing extremely difficult.”



### Australian is looking ahead RICCIARDO CONFIRMS HE IS ‘COMMITTED’ TO F1

McLaren driver Daniel Ricciardo has moved to dispel rumours that he will be replaced in the team before the end of the season after a disappointing run of race results. The Australian is 12th in the standings this season with a best finish of sixth and he has been overshadowed by his British team-mate Lando Norris. Norris is seventh in the table and scored a podium at Imola in April. Ricciardo has a deal which runs until the end of 2023. His position in the squad came under further doubt when McLaren ran IndyCar ace Colton Herta in a two-day test at Portimao in a 2021 car. “There have been a lot of rumours around my future in Formula 1, but I want you to hear it from me,” Ricciardo pointed on his Twitter and Instagram accounts last week. “I am committed to McLaren until the end of next year and am not walking away from the sport. “It hasn’t always been easy, but who wants it easy! I’m working my ass off with the team to make improvements and get the car and back to the front where it belongs. I still want this more than ever.”

## EXTRA ROUND TO BE ADDED TO WORLD ENDURANCE LINE-UP IN 2023 SEASON

Bosses of the World Endurance Championship have indicated that they are keen to introduce another European round in the opening half of the season before the 2023 Le Mans 24 Hours. WEC boss Frederic Lequien told Autosport that a further round of the series, which would push the 2023 schedule up to seven races, was under consideration. In 2022, the WEC started in Sebring before the traditional race at Spa in

Belgium, which is the last chance teams get to run before the Le Mans 24 Hours. The extra race is likely to be slotted in between the Sebring and Spa races and the Portimao circuit in Portugal has been mentioned as a venue for the fresh contest. Lequien said the venue was “still open and still under negotiation” but the move would help provide a better balance to the WEC calendar, which finishes with races in the Far East and Middle East.

## FORMER F1 RACE DIRECTOR MASI LEAVES FIA

Michael Masi, the controversial F1 race director who presided over the Abu Dhabi Grand Prix at the end of 2021, has parted ways with the FIA. The Australian was deposed as the race director at the start of 2022 and was replaced by the pairing of Eduardo Freitas and Neils Wittich. Masi was moved to another role within the FIA structure but has now left the governing body completely. In a statement to Autosport, Masi said: “It has been a pleasure and honour representing the FIA as the single-seater sporting director and FIA Formula 1 race director and safety delegate since Charlie [Whiting]’s unexpected and tragic passing in Melbourne 2019. “Having worked on various projects around the world with the federation and its member clubs for over a decade prior to my appointment, I have now decided to leave the organisation and relocate back to Australia to be closer to my family and friends.”



Masi has parted ways with FIA



More WEC races for 2023 roster



RICHES TO STEP DOWN AS BTCC TECHNICAL GURU

The British Touring Car Championship’s technical director Peter Riches will step down from the role next season as he will retire. Riches, who has worked in the BTCC over four decades, will remain onboard as a consultant in 2023 as the duties get handed over to his son Sam Riches, who has worked in the tin-top series for 20 years already. Peter Riches said: “This is something we’ve been preparing for, and I feel ready to retire, the world is so different now to where we started. I had a set of scales in the pitlane and rev limiters and that was it basically, and now we’ve got a 40-foot trailer full of kit, the world has moved on! [As a consultant] next year, I’ll be in more of a guiding role, maintaining the things we’ve done and ensuring the wheel doesn’t get reinvented and become square.”



Riches Sr

PEUGEOT OPEN TO FIELDING CUSTOMER HYPERCARS

Bosses of the Peugeot 9X8 hypercar programme have not ruled out selling cars to a customer team in the future. Peugeot Sport boss Jean-Marc Finot said at the car’s debut at Monza that there could be a chance to expand the programme to customer cars in the future should there be the interest. “If we have the opportunity to have more Peugeots on the grid we would be quite happy,” said Finot. “It is a factory programme and we are focused on that, but it doesn’t mean that if a customer is interested we wouldn’t study the case. “We have to be sure the support necessary for the customer would not harm the performance of the factory.”



MOTORBASE BTCC PAIR BUOYED BY SNETTERTON TYRE TEST MILEAGE

Ford Focus tin-top squad locks out the top two times after Norfolk running

Photos: Motorsport Images, Jakob Ebrey

Sutton was top of the timesheets



BTCC TEST TIMES COMBINED				
When: July 11-12 Where Snetterton				
NO.	DRIVER	CAR	TIME	
1	Ash Sutton	Motorbase Performance Ford Focus	1m55.121s	
2	Dan Cammish	Motorbase Performance Ford Focus	1m55.136s	
3	Jake Hill	MB Motorsport BMW 330e M Sport	1m55.391s	
4	Tom Ingram	Excelr8 Motorsport Hyundai i30 N	1m55.485s	
5	Gordon Shedden	Team Dynamics Honda Civic Type R	1m55.515s	
6	Ricky Collard	Speedworks Motorsport Toyota Corolla	1m55.698s	
7	Michael Crees	Power Maxed Racing Vauxhall Astra	1m55.849s	
8	Dan Rowbottom	Team Dynamics Honda Civic Type R	1m55.918s	
9	Jason Plato	BTC Racing Honda Civic Type R	1m56.018s	
10	Stephen Jelley	WSR BMW 330e M Sport	1m56.079s	



Cammish and Sutton (r)

By Matt James

Reigning champion Ash Sutton and team-mate Dan Cammish are full of optimism for the second half of the British Touring Car Championship after dominating two days of test running last week.

The two were clear of the rest in the traditional Goodyear tyre running at Snetterton last week. They were two-tenths clear of the MB Motorsport BMW 330e M Sport of Jake Hill.

Sutton and Cammish, who are fourth and 11th in the standings in the Napa-backed cars, have yet to win a round between them after some struggles with handling.

Team manager Oly Collins said he was now confident that the issues were behind the squad.

“This test has come at the right time for us and from what we’ve learned over the two days across the cars

feels very positive,” he said. “Dan’s pace, in particular, has been very impressive over the two days.

“Ash had a full day on the opening day working with Goodyear on development tyres, so it was less about ultimate pace but a lot of hard work with Goodyear on tyres as opposed to car set up – but the car is clearly in a good place looking at the times.”

Sutton added: “It’s been a good test; we’ve found some positives as a whole and I think we can all be happy with where we are.”

Le Mans winner Nick Tandy, who has tested for the Kent-based team before, ran in one of the sister Motorbase machines regularly handled by Sam Osborne and Ollie Jackson.

The BTCC resumes with a meeting at Knockhill on July 30-31 before visiting Snetterton on August 13-14.

●For a BTCC half-term report, see pages 18-19

DIXON TAKES MAIDEN INDYCAR WIN OF 2022

Scott Dixon has moved up to equal second in the all-time race winners list in IndyCar after taking a tense triumph in Toronto in Canada last weekend.

The Chip Ganassi driver managed to jump polesitter Colton Herta through the

stops and fended off the Andretti Autosport machine to make it to the flag in top spot. Felix Rosenqvist was hard on their heels in third place in his Arrow McLaren SP car.

Herta later reported that his fireproof balaclava had broken, which was causing his

hair to brush in front of his eyes, which is why he was unable to make an attack for first place.

The victory was Dixon’s first of the 2022 season and has pushed him up to fifth position in the drivers’ points. Table-topper Marcus Ericsson brought his Chip

Ganassi machine home in fifth spot and has pushed out his advantage over Will Power. The Australian was 15th in Toronto.

Dixon is now level with Mario Andretti on 52 wins. The leader of the most wins table is AJ Foyt on 67 victories.



Dixon won in Toronto

FORMULA E: NEW YORK BY SAM SMITH

JULY 16-17



Cassidy crashed out but won race one eventually



Da Costa claimed his first triumph in over a year

CASSIDY AND DA COSTA REIGN IN THE BIG APPLE

Nick Cassidy and Antonio Felix da Costa shared the spoils amid two dramatic rounds of the Formula E World Championship in New York City last weekend.

Envision Racing’s Cassidy was crowned the king of New York on Saturday as he scored his maiden Formula E win.

But he did so from the Turn 6 barriers in a bizarre end to the race he’d dominated.

Cassidy had taken a conclusive pole position, reprising his feat of a year ago. While then he had taken a second-placed finish, this time he went one better by leading from the front in a seemingly easy run to the chequered flag.

But within eight minutes of completing his first victory, Cassidy faced a few drops of rain that swept in from the notorious Manhattan microclimate.

That became a full-on cloudburst within a few minutes, and the top three of Cassidy and the chasing Venturi-run Mercedes of Lucas di

Grassi and the similar Mercedes EQ package of Stoffel Vandoorne all aquaplaned off the circuit and slammed into the barriers.

All three were lucky to emerge from the accident unscathed. Cassidy’s team-mate Robin Frijns emerged in the lead only for the red flag to fly a few seconds later.

While the cars were retrieved and the barriers repaired the FIA considered the state of play but decided not to restart the race, citing a variety of reasons for not doing so.

In Sunday’s race, DS Techeetah’s da Costa largely controlled the race from an inherited pole position after original polesitter Cassidy was sanctioned with a contentious 30-place grid drop for replacement parts that were a legacy of the previous days race.

Da Costa, who scored his first win since the 2021 Monaco EPrix, headed home Vandoorne and Evans in the final race of the Brooklyn double-header.

While Vandoorne tracked da Costa for much of the race, Evans

engaged in an entertaining tussle with Vandoorne’s Mercedes EQ team-mate Nyck de Vries.

This resulted in a lurid moment for the Jaguar driver in what he felt was an overly defensive move by the reigning champion that pushed Evans into a large compression in the race track.

“He made a move and all of a sudden this massive, pothole was there,” said Evans.

The Kiwi recovered to overtake a stoic Alexander Sims, who had qualified a season’s best-equalling second to polesitter da Costa.

Vandoorne headed home Evans for second and in so doing was able to seize an 11-point advantage over rival Edoardo Mortara, who suffered a penalty issue in Saturday’s race and then a brake-by-wire failure in Sunday’s qualifying.

A 10th place finish was the best Mortara could salvage but this was better than fellow title rival, Jean-Eric Vergne. He came away with zero points after getting turfed off in

the first encounter and then a brake-by-wire issue meant he started Sunday’s race two from the back of the grid.

Mahindra’s Sims took a hard-earned fourth place in race two, while Sam Bird was able to scythe through the field from 16th to fifth place.

**Results**  
**New York International EPrix Circuit Laps:** 29  
**Race 1:** 1 Nick Cassidy (Envision Racing) 35m04.095s; 2 Lucas di Grassi (Venturi Racing) +1.123s; 3 Robin Frijns (Envision Racing) +1.671s; 4 Stoffel Vandoorne (Mercedes- EQ Formula E) +3.693s; 5 Sebastian Buemi (Nissan e.Dams) +5.570s; 6 Pascal Wehrlein (Porsche) +5.783s; 7 Sam Bird (Jaguar TCS Racing) +7.207s; 8 Nyck de Vries (Mercedes- EQ) +7.503s; 9 Edoardo Mortara (Venturi Racing); 10 Jake Dennis (Andretti Formula E) +11.595s. **Pole position:** Cassidy 1m08.980s; **Fastest lap:** Mortara 1m10.843s (72.82mph). **Race 2:** 1 Antonio Felix da Costa (DS Techeetah) 46m55.511s; 2 Vandoorne +0.929s; 3 Mitch Evans (Jaguar TCS Racing) +3.524s; 4 Alexander Sims (Mahindra Racing) +3.631s; 5 Bird +4.412s; 6 Frijns +4.979s; 7 De Vries +6.233s; 8 Dennis +6.316s; 9 Andre Lotterer (Porsche) +6.590s; 10 Mortara (Venturi Racing) +13.449s. **Pole position:** Da Costa 1m08.751s. **Fastest lap:** Mortara 1m10.378s (73.76mph). **Championship positions:** (after 12/16 rounds) 1 Vandoorne 155; 2 Mortara 144; 3 Evans 139; 4 Jean-Eric Vergne 128; 5 Frijns 104; 6 Da Costa 100.



RACING NEWS



Harvey and son seek fun



The 116s offer close fun race

Photos: RWillsmore Photography, Jack Clayden/Motorsport UK, IMechE Formula Student, Stephen Huntley/HVC

HARVEY MAKES 116 TROPHY DEBUT  
BTCC champion raced alongside son in the low-cost BMW endurance series last Sunday

By Graham Keillorh

British Touring Car champion Tim Harvey made his debut in the 116 Trophy low-cost endurance series at Silverstone last Sunday sharing an RL Motor Services BMW 116i with son Jamie.

The 1992 BTCC title holder had previously tested the series’ 116 and has shared a race car with Jamie competing in EnduroKa. Fellow BTCC star Steve Soper has also tested the 116. Harvey’s participation in the 90-minute contest last Sunday came via his friendship with Richard Lakey who runs

cars in the 116 Trophy – including Harvey’s at Silverstone – as well as races in it himself. Harvey told Motorsport News: “I’ve had a couple of tests in the cars. Rich Lakey who’s RL Motor Services, he’s a good friend of mine. So I’ve had a couple of goes in them and they’re great little cars.

For having a good close race in a car that is fun to drive it’s perfect. “For me the thinking behind it is purely and simply it’s a fun weekend racing with my son. We really enjoy doing a weekend together. I like club motorsport, it’s nice to step back into club motorsport which is motor racing for the fun of it.”

“[Jamie] keeps me on my toes because he’s quite quick, there’s always a bit of friendly competition to see who can get the fastest lap. It’s one of the great pleasures in motorsport to share it with a family member. “If this goes well I’ll do some more races with Jamie in the 116s.”

SHORT ROUTE TO SINGLE-SEATER GB4 DEBUT AT SILVERSTONE

Marcus Short barely a year on from his car-racing debut will make his single-seater debut in next weekend’s GB4 Silverstone round with the Hillspeed team. The 17-year-old son of Le Mans frontrunner Martin Short had his first-ever car race in last summer’s Silverstone

Citroen C1 24 Hours. He made his solo racing debut this year in MG Cup driving a Rover 216 GTi, taking four class wins and at Cadwell Park qualifying third overall despite competing in the road-car class against modified and race cars. He also has completed two races

in a Mosler GT alongside older brother Morgan. Short will now race in GB4’s July 30-31 Silverstone Grand Prix circuit meeting with Hillspeed, with which Max Marzorati sits atop GB4’s standings and Megan Gilkes has won twice this year.

Short tested Hillspeed’s GB4 car for the first time at Bedford last week. Short said: “I really loved it [at the test] and got along with the car quite well. I’m intending to go with the flow [at Silverstone], it’s not every day you get a fantastic opportunity like this.”



Short has gone from C1 to GB4

BRITISH GRAND PRIX VOLUNTEERS THANKED

Motorsport UK and Silverstone have described the British Grand Prix volunteer community’s work as “exemplary” in a letter thanking them for their efforts at the recent Formula 1 event. Motorsport UK CEO Hugh Chambers and Silverstone’s managing director Stuart Pringle after each year’s grand prix co-author a thank-you letter, this time sent directly to the event’s 858 volunteers. The letter noted Silverstone’s record crowd and the race’s first-lap incident, stating “the work done by the track safety team and marshals to react, ensuring the drivers were safe was exemplary and you should all feel very proud.” The letter also offered special praise for George Russell running to Zhou Guanyu’s aid. It also recognised the showings of the Britons in W Series and FIA Formula 3’s Zak O’Sullivan and Ollie Bearman. The letter stated: “The British Grand Prix is one of the most challenging and complex sporting events to organise and deliver. At the heart of it all is our family of volunteers, without whom the event would not be possible. You put everything into delivering your roles and we cannot thank you enough.”



Chambers (r) praised marshals



Glasgow first Scottish winner as contest returned to full scale

GLASGOW UNIVERSITY WINS FORMULA STUDENT

The University of Glasgow has become the first team from Scotland to win Formula Student after triumphing in the latest annual competition at Silverstone earlier this month. The UG Racing team’s internal combustion car overcame strong competition to prevail in the Europe-leading educational engineering event. The international contest tasks teams of students to design, manufacture and run a single-seater racer. It culminates with a five-day finals event at the British Grand Prix venue, where teams undertake formal presentations of their year’s work plus a range of on-track challenges to test their car in front of thousands of spectators. This year’s event was Formula

Student’s 25th running, and it marked the return to its full scale after a couple of Covid-restricted gatherings. There was a double Scottish celebration as the University of Edinburgh took the overall win for FS-AI dynamic events. This is for autonomous driving systems and this year it had a record number of participants. In addition Cardiff University won the Acceleration event and Coventry University won the Skid Pad award. Formula Student committee chair Andrew Deakin said: “Last year was reasonably busy, but there were only UK teams. Now we’ve got the international contingent back. [They bring] different ideas, different ways of doing things.”

KART RACE RAISES UKRAINE CASH

A charity Le Mans-style karting race at Rye House circuit has raised more than £19,000 for the victims of the ongoing war in Ukraine. The 2022 Support Ukraine Grand Prix was organised by businessman Mark Garrett from Audio Lounge Leicester, based at Sutton Circuit, and the funds will go towards first aid kits and ambulances. Freddie Hunt, son of 1976 Formula 1 World champion James, competed in one of the 23 teams contesting the three-hour endurance race. His team-mates

included Aimee Watts, Citroen C1 and Mini racer and daughter of former British Touring Car Championship racer Patrick, as well as 20-year-old Scott Huntley, a Loughborough College alumnus from the Motorsport UK Academy DiSE course. Patrick Watts also raced in the event in another team, as did Jodie Kidd. The Mercedes F1 team donated prizes including a set of George Russell’s signed racing gloves; Red Bull also donated prizes. Signed Lando Norris race helmets were also up for grabs for the fastest kart simulator laps.



Freddie Hunt and Aimee Watts among those racing for Ukraine



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08 ROUNDS

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SUN 10 APR
- 02 OULTON PARK  
SAT 14 MAY
- 03 PEMBREY CIRCUIT  
SUN 18-19 JUN TBC
- 04 SILVERSTONE  
SUN 17 JUL
- 05 DONINGTON PARK  
SUN 7 AUG
- 06 BRANDS HATCH  
SAT 27 AUG
- 07 CADWELL PARK  
SAT 17 SEP
- 08 SNETTERTON  
SUN 2 OCT

**116 trophy**



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RACING NEWS

LOGGIE’S RUN

British GT championship leader Ian Loggie has said avoiding error has been crucial in building his commanding position at the table top. RAM Mercedes’s Loggie sits 32.5 points clear in the overall GT3 standings with three races remaining, the first being this weekend’s Spa visit. Loggie told Motorsport News: “If you don’t make mistakes in British GT you’ve got a chance of winning it. At the moment we’ve not made any mistakes – OK we got collected at Silverstone – our pitstops have been great, leaving the pits has been great, we’ve not had any spins, we’ve not had any contact, no behavioural points, and I guarantee nearly every other car on the grid’s had something.”



Loggie not blotted copybook



Zelos now feels ready for BTCC

MINI CHAMP ZELOS KEEN FOR BTCC

Reigning Mini Challenge JCW champion Dan Zelos feels he’s ready for his sought-after British Touring Car Championship graduation after impressing in Excler8’s Hyundai i30N in last week’s Snetterton test. The 24-year-old British Racing Drivers’ Club Rising Star is seeking a BTCC race seat for 2023. Zelos this season aims to become the first driver to successfully defend the JCW title, racing with Excler8 in both years, and at the start of the campaign was also confirmed as Excler8’s official BTCC reserve driver. Zelos at the two-day test, his first extended run in BTCC machinery, completed more than 100 laps of his local Norfolk track and his best time was just one tenth off that of team-mate Tom Chilton. Zelos said: “It was a fantastic experience and one that has definitely whetted my appetite for more. The i30N felt completely different to my Mini and a big step-up; it was almost like starting over from zero in some respects. “Despite having only really scratched the surface of what is possible, I honestly now believe I could turn up for a race weekend and be somewhere in the mix – I feel ready and prepared should an opportunity present itself.”



Jones seeking latest 911 model



Driver loyal to Porsche

JONES WANTS PORSCHE 911 UPGRADE IN ‘23 BRITISH GT

The 2018 Pro-Am champion aims to race new-for-2023 911 GT3 next year

By Graham Keilloh

British GT competitor Nick Jones hopes to upgrade to Porsche’s new-for-2023 911 GT3 R to race in next year’s championship. Amateur driver Jones since the start of last season has raced a Porsche 911 GT3 in British GT with Team Parker Racing in his long-time Pro-Am partnership

with Scott Malvern. The driving duo and team won 2018’s GT4 Pro-Am British GT title with a Mercedes. Now Jones hopes to upgrade to the latest-generation 911 that will make its customer debut in GT3 competition next year, though added Porsche will decide where the new cars go. He told Motorsport News: “I’ve had a few meetings. It’s like everything at the

moment, supply and demand. It’s just going to come down to maybe the allocation. From our side we’ve done everything that we can to make sure that we get one. We’ll do whatever we can as a team to bring it to British GT. “It’ll be the current model and it’s a really good product already. “I like Porsches. It’s the brand of choice for me and if I was going to pick

a car that I was going to race it would be a Porsche. That’s pretty much what drew us to the car. It’s just a well thought out, designed, race car. It’s well built. “The team are heavily into Porsche, which is a good fit, and it’s good to have something a bit different. You can be one of six Mercedes or one of seven McLarens: we’re trying to break the mould.”



RAM’s stellar driving quartet overcame early problems to win

RAM ALL-STAR EFFORT WINS

RAM Racing’s all-star line-up including British GT frontrunners Phil Keen and Ian Loggie took victory in the Portimao 24 Hours 10 days ago in the team’s first Mercedes GT4 race. RAM’s entry was shared by British GT championship leader Loggie, the contest’s record race-winner Keen, Keen’s former title-contending partner Jon Minshaw plus Katarina Kyvalova. The quartet shrugged off temperatures nudging 50 degrees and recovered from being four laps down after an early fuel rollover valve problem. Kyvalova eventually brought the car home 11 laps clear of its closest GT4 rival, and in eighth place overall.

It was a double celebration for RAM that weekend as the team also bagged GT Cup victory at Oulton Park with Mike Price and Callum Macleod. RAM team manager Dan Shufflebottom said: “To win a 24-hour race takes an incredible team effort, and to win one in conditions such as this – with a car we’d not run before and in incredibly high temperatures – is a huge achievement. All four drivers did a superb job and we managed to produce a remarkably clean race. Couple this with another victory for Mike and Callum in the GT Cup, and it’s been a weekend to remember for the entire team.”

PLATO MEETS ALL-DISABLED TEAM

Pioneering all-disabled British GT squad Team Brit this month got an all-day visit from British Touring Car Championship legend Jason Plato. Team Brit is the world’s only competitive all-disabled racing team, aims to become the first all-disabled team to compete at Le Mans, and has developed innovative hand controls for racers with a range of disabilities. BTCC record race-winner Plato met several of Team Brit’s drivers, took a tour of the team’s Dunsfold facilities and tried the team’s hand controls on its simulator, before sampling the outfit’s McLaren 570S GT4 on the iconic Top Gear track. Plato said: “It was truly inspirational to see what they are doing. In all honesty

I found the hand controls on the McLaren GT pretty intuitive, but I needed much more conscious cognitive thought to build a new driving rhythm without using my legs. “Good luck chasing the dream of racing at Le Mans 24 hour, I have a good feeling you just might achieve it.” Team Brit’s British Endurance Championship driver Andy Tucker, who sustained serious limb injuries in a motorbike crash and now lives with PTSD and depression, added: “I grew up watching Plato. He’s the reason I got into motorsport and started karting. Never in my wildest dreams did I picture meeting him, let alone passing on something that I’ve learnt to him.”



Plato met Tucker (r) and others at team

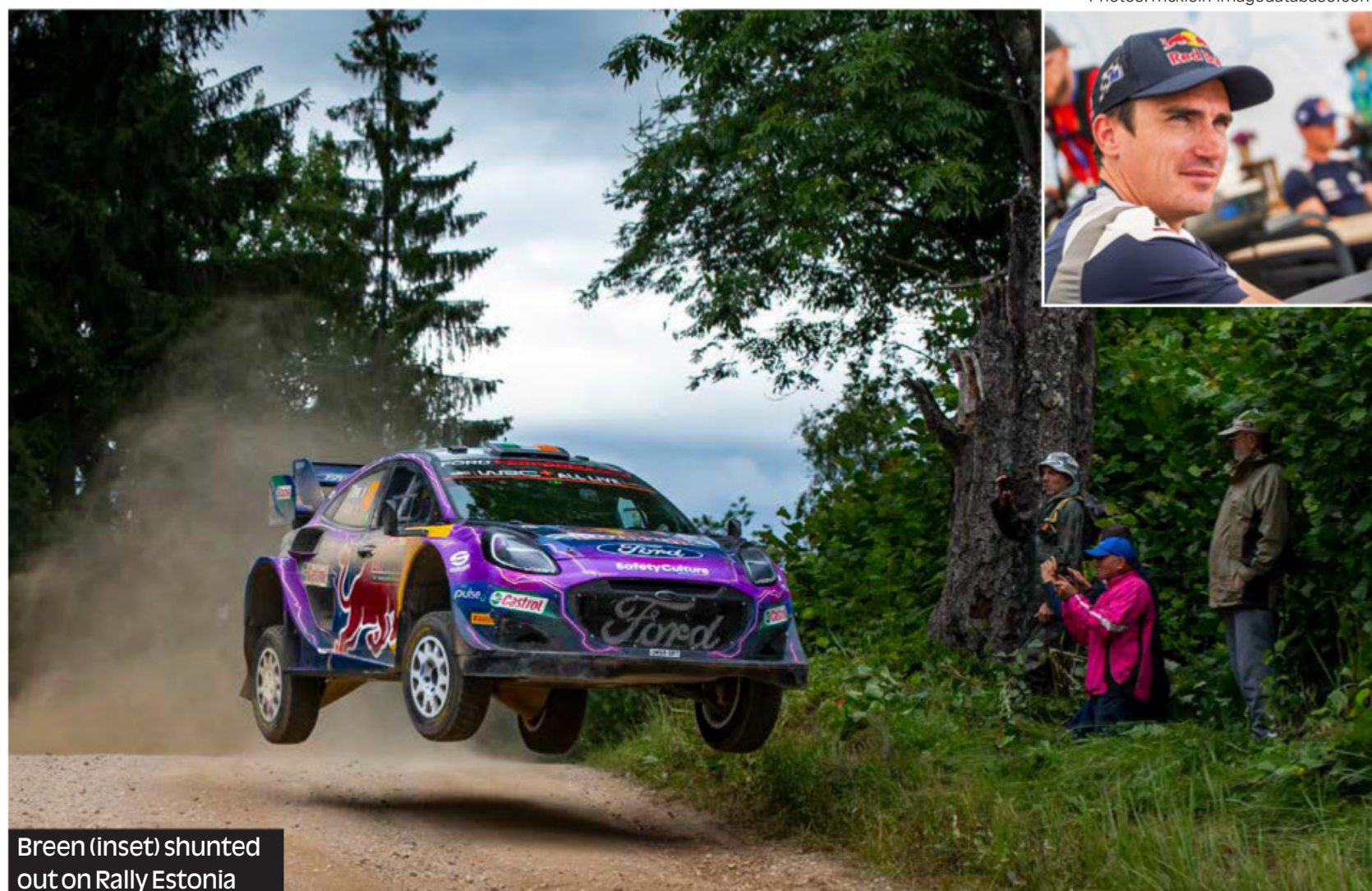


# RALLY NEWS

# BREEN ESCAPES TELLING OFF FOLLOWING EARLY ESTONIA CRASH

## Praise not grumble from M-Sport head Millener after Irishman drops out of podium fight

Photos: mcklein-imagedatabase.com



Breen (inset) shunted out on Rally Estonia

By Graham Lister

**Craig Breen was right to push for a podium on Rally Estonia, even though the Irishman's rapid early pace proved his undoing.**

That's the view of his M-Sport Ford team boss Richard Millener who held back from criticising Breen following the fourth-stage prang that forced him to miss the remainder of Friday's action and open the road on Saturday and Sunday.

Breen had finished second in Estonia in 2020 and 2021 driving for the factory Hyundai team and was expected to fight for a third podium of the season last weekend. Instead, he was a no-show for five stages on leg one after he skated wide on a fast left-hander and struck a post hidden in the grass, which wrecked his Ford Puma Rally 1's front suspension.

Co-driven by fellow Irishman Paul Nagle, Breen eventually finished 30th after he restarted on Saturday. However, by placing outside the top five on the event-deciding, points-paying Powerstage, Breen was a non-scorer.

"I've always thought on this rally if you're not pushing over the limit then you're not going to be at the top of the leaderboard," said Millener. "He was pushing as hard as he could to keep

with the top guys and was going incredibly well. It was such a shame to see such a little slide off the road, but it damaged his suspension and put paid to the rally really."

Breen fell from fifth to sixth in the championship order after Elfyn Evans climbed into the top three by finishing runner-up to rally winner and Toyota team-mate Kalle Rovanpera.

"It seems to be our luck but ultimately [the post] was there and I shouldn't have been there, but I have to take it on the chin and try and move on," said Breen, who led the rally after he won Thursday evening's superspecial. "The pace was good, it's just disappointing that one of these rallies that should have been more fortunate for us has gone the way it has."

Breen's early woe set the tone for a tough Rally Estonia for M-Sport with the British squad's challenge depleted further on Sunday morning after Pierre-Louis Loubet and Gus Greensmith retired on consecutive stages. Loubet damaged his front-left suspension striking a rock, while Greensmith parked his Puma with a transmission issue.

Adrien Fourmaux slipped from sixth to seventh on the Powerstage although the inexperienced Frenchman's performance in challenging weather conditions was widely praised.

# TANAK FINED AND CALLS FOR NEW LEADER

Ott Tanak was in hot water with authority and seemingly at loggerheads with his employer during a fractious end to Rally Estonia for the 2019 World champion.

The home hero completed the podium in Tartu on Sunday but was never in the victory fight against the dominant Toyota pairing of Kalle Rovanpera and Elfyn Evans. He then used the post-event press conference to



Tanak: fined

vent his frustrations at the lack of competitiveness of the Hyundai i20 N Rally 1.

Asked if he thought winning the next round in Finland was possible, Tanak said: "Let's see. I'm sure we can react

[with] something, but they are more like deep details and technical stuff. It's been challenging for us since we lost the team principal last year. It's been a very hard time, and with the crisis in the world and

regulations coming in late. We definitely need a strong leader. The work is ongoing and it's going to happen, and we will continue working to get Hyundai to where it belongs to give a fight to the Toyotas. But for sure they are doing very strong at the moment, they are developing and moving fast."

Tanak didn't expand on his comments, but it's understood they were a reference to former team boss Andrea Adamo, who oversaw a troubled 2021 campaign and the development

of the struggling i20 N Rally 1 before he was replaced at the head of the Germany-based squad by Julien Moncet on the eve of the 2022 season, albeit with Moncet taking on a deputy team principal role.

To compound a frustrating weekend, Tanak was fined £850 and was also hit with a suspended fine of £2550 for not wearing the official Pirelli cap on the Powerstage podium and after the champagne was sprayed on the official podium in central Tartu.



Tanak has criticised the reliability of the Hyundai i20 N WRC

# POSITIVE COVID TEST PUTS PADDON OUT ON WRC RETURN

Hayden Paddon's World championship return proved short-lived after the New Zealander withdrew from Rally Estonia following a positive Covid-19 test.

Paddon, a one-time WRC event winner, was back in the series on the Tartu-based event for what was his first start at global level since Rally GB in 2019.

He was lying in eighth place in WRC2 when he

pulled out at midday service on Friday.

A statement from his team read: "The Hyundai New Zealand Rally team regrets to announce that Hayden Paddon has tested positive for Covid-19. This unfortunately means he will no longer be able to compete at Rally Estonia."

"Hayden felt unwell [on Thursday] evening but two negative tests were completed, the last of which was prior to starting

this morning. However, through the morning loop his condition deteriorated and a third test was completed at service. This provided a positive result."

Paddon's co-driver John Kennard and the members of his team were all understood to have returned negative test results with the Production World champion expected to recover ahead of next month's Rally Finland.



Paddon: positive test

# ARMSTRONG SET FOR FOUR-WAY JWRC TITLE FIGHT

Northern Irishman Jon Armstrong is in a four-way fight for the Junior WRC title after he finished third in class on Rally Estonia.

Although the result means he no longer leads the standings outright, tying instead with defending champion Sami Pajari, with double points on offer on the Acropolis Rally finale, Armstrong remains firmly in contention for the one-make title.

Armstrong and Finn Pajari both have 85 points with Estonian Robert Virves one point behind. Another



Armstrong has put himself in the points battle

Finn, Lauri Joona, is fourth on 79 points.

Maciej Woda, who runs the JWRC through his M-Sport Poland concern, said: "Jon's third place is very well

deserved and has highlighted his natural ability by holding off at the start and letting the stage times come to him."

A full report appears on page 16-17.



# RALLY NEWS

# MAX McRAE LEARNED MORE IN BRITISH ISLES THAN ELSEWHERE

## Rising star Max pleased with the mileage banked on UK and Irish outings

Photos: Jakob Ebrey, Ben Lawrence



Latest McRae developed on his British Isles events

By Luke Barry

**Max McRae says he has learned more in the last month over in the UK and Ireland than he has his entire rallying career to date.**

McRae, son of Alister and nephew of Colin, flew over from Australia for four events in Europe: the Donegal International Rally, Goodwood Festival of Speed, McRae Rally Challenge and Nicky Grist Stages. The last named was arguably his strongest result as the 18-year-old netted third in a competitive Junior British Rally Championship field despite never rallying in Wales before.

“It’s good to see where we’re at and that we can be fighting and be quicker in some stages than the top guys who are, I’d say, pretty close to Junior WRC pace at the minute,” McRae told MN. “I think I’ve learned more in the last four weeks doing an event every weekend than I have the last year rallying in Australia, so it does really put it into perspective how valuable it is to come out to the UK and Europe, to the bigger events and different roads, especially earlier on. I’d say we’ll be a lot quicker back in Australia in the Subaru than we were in the previous event.”

McRae’s next event back home in his Impreza is the Grimwade Rally this weekend.

## NI RALLY STARS LINE UP FOR SHOW-DOWN

Reigning Northern Ireland Rally champion Jonathan Greer tops a star-studded entry for Saturday’s Down Rally.

The Citroen C3 Rally2 driver starts the fifth and final round of the series needing only a top-five finish to be assured of a third title.

Standing in Greer’s way

will be Derek McGarrity (Volkswagen Polo GTI R5), Joseph McGonigle (Ford Fiesta Rally2) and Aaron McLaughlin (Ford Fiesta R5). All three have a mathematical chance of taking the title.

Entry numbers for the closed-road meeting have been boosted to a maximum

of 120 as the County Down event is also a round of the Protyre Motorsport UK Asphalt Rally Championship.

Making the trip across the Irish Sea for the Lisburn-based event are Freddie Milne and Neil Roskell in a brace of Ford Fiesta R5s, current points leader John Stone in a Volkswagen Polo GTI R5,

Steve Simpson (Ford Fiesta Rally2) and Steve Wood (Fiesta WRC).

Clerk of the course Andy Gilmore said: “I’m delighted not only by the number of entries we have received, but also by the large number of teams who will travel to Lisburn from all corners of the UK and Ireland.”



Asphalt leader Stone in his Polo part of a strong Down Rally entry

## ABERYSTWYTH TOWN STAGE FOR RALI CEREDIGION

A spectator stage on the sea front at Aberystwyth will be a star feature on this year’s Rali Ceredigion on September 3-4.

The all-new stage will open the competitive action on the closed-road rally, which will cover 86 stage miles on the roads around the Welsh town, with four stages on Friday evening and a further eight on Sunday.

The rally, which ran for the first time in 2019, will return as a round of the British Rally Championship, UK Asphalt Rally Championship, FIA

European Rally Trophy and the TER (Tour European Rally).

The new stage on the streets of Aberystwyth will run twice on Saturday. It will start near the harbour and run into the edge of the town before heading towards the finish on the sea front. Scrutineering, the start, finish and service area will all be based in Aberystwyth.

Chairman of the organising committee Phil Pugh said: “Following its success in 2019 and the reaction we received from the community, competitors, spectators, sponsors and marshals, we are pleased

to announce a higher-profile and extended event, whilst maintaining a very compact route.”

Ceredigion County councillor Clive Davies said: “This will be the first event in the UK to achieve a new environmental management accreditation issued by the FIA. Rali Ceredigion will be reducing the impact and emissions of spectator vehicles by providing park and ride and public transport opportunities, promoting car sharing and using repeat stages to limit the need for spectator movement.”

## WHITE MAY YET EARN FIRST JBRC WIN

Kyle White may be credited with his first Junior British Rally Championship win close to two weeks after the Nicky Grist Stages as the result remained provisional when MN went to press.

White, who was overhauled by Eamonn Kelly by 3.5 seconds on the final stage in Wales, was given a time of 10m26.0s for SS4 Crychan 1 when his actual stage time was 10m19.7s. The issue has gone to the Motorsport UK National Court of Appeal where, if successful, White would win the event and take the 25 championship points with it.

“They accidentally gave us Max McRae’s time, both the clerk of the course and the head timekeeper have checked it and admitted to human error,” White told MN. “Even they said it has to change as they have the correct time from the beam. It certainly wouldn’t be the ideal way to win and it’s nothing against Eamonn, but it’s championship points we are worried about at this stage.”

White currently trails Kelly by 22 points in the JBRC standings, but if his appeal is successful that deficit will be trimmed to just eight points.



Bell not ringing changes

## BELL NOT GIVING UP ON BRITISH TITLE

Ruairi Bell has insisted he won’t give up on scoring a maiden British Rally Championship title this year.

Gearbox failure on the Nicky Grist Stages was the latest setback of Bell’s season that has shown great promise but is yet to yield a result higher than

sixth. But the Skoda Fabia R5 driver is sure things will turn around.

“You never say never. We won’t give up on it,” Bell told MN. “We’ll just keep approaching it with the same attitude, keep going for the top spot and if it happens then it

happens, but the only thing that is for sure is we’re not going to change our approach and with that hopefully it’ll be our best shot at getting the best outcome. We’ve got a few more different events to show some speed on so we’ll recuperate, start again.”



White’s Nicky Grist case has gone to National Court of Appeal



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# RALLY NEWS

## ULSTER WANTS BRITISH RALLY SLOT BACK FOR THE FUTURE

Event bosses keen for Ulster Rally return to the top-flight roster after BRC round axe

Photos: Jakob Ebrey



Bosses working on BRC return

By Jason Craig

**Organisers of the Ulster Rally want to be reinstated in the British Rally Championship at the earliest opportunity after the event was dropped from the series for 2022.**

The Ulster and Circuit of Ireland rallies both failed to make this year's BRC calendar, which comprises asphalt and gravel events on the mainland.

For many years, the event has been a mainstay of the BRC and clerk of the course Philip Murray confirmed efforts are underway to secure a slot on the 2023 calendar.

"Yes, we have already thrown our hat into the ring – we are keen to be a part of it next year if possible," said Murray.

"The BRC has been going through quite significant change lately in terms of trying to widen

its net, but we have registered our interest to say that we want back in again. Due to Covid we were asked to host the final round last year and the BRC was very happy with how everything went.

"Our date for 2023 has already been confirmed – it's a bit like the chicken and egg scenario – but I hope that we can make it work."

Until recently the Ulster Rally was the only event in the BRC and the Irish Tarmac Championship.

"Being in both [the BRC and the Irish Tarmac Championship] helps to raise the profile of the event," added Murray.

"Getting the big names to the Ulster Rally from both sides of the Irish Sea has always been a big deal for us as organisers. It's a big draw for the supporters as well."

### NICHOLLS HEADS ISLE OF WIGHT RALLY ENTRY

The Ford Fiesta R5 of BTRDA Gold Star champions Will Nicholls and Nick Broom will head the entry when rallying returns to the Isle of Wight for the first time in more than 30 years.

The Jon Dyer Memorial Stages will take place on August 21 at Palmers Farm, Wootton, near Ryde and 36 of the available entries are now taken.

The Isle of Wight Car Club will run a six-stage, 32-mile single-venue event, using grass and gravel tracks through woodland. The organisers stress that it is not a forestry event although, they say, it will be challenging because the stages have never been used before.

The Island Stages, last run in the 1980s, was a popular multi-venue, mixed surface event. Terry Weaver, IoWCC president, said: "It's a great idea. Starting with a small single venue is sensible because the club can build on that. We hope to recreate the original rally's clubman spirit and work towards another multi-venue event in the future."

## KINLOSS SUMMER STAGES: CONDOR MSC BY JOHN FIFE

JULY 16

### BRUNTON NEARLY COMPLETES A CLEAN SWEEP ON HIS WAY TO KINLOSS SILVERWARE

Hugh Brunton won the inaugural rally at Kinloss in February and did it again last weekend with another victory on the Kinloss Summer Stages, with Drew Sturrock this time, in his Ford Fiesta R5.

Fastest on all-but-one of the stages, Brunton finished almost a minute clear of the Subaru Impreza

of Barry Groundwater and Michael Hendry, despite having no fourth gear for the last three stages. "We chipped a tooth in the gearbox. We thought about returning the car but managed to finish using the clutch to change gear manually," said Brunton.

John Morrison and Keir Beaton

showed a return to form with third place in their Ford Fiesta R5 and one fastest stage time to their credit.

Third on the previous weekend's Mach1 Stages, Andy and Karen Horne were fourth this time in their Darran T90 only three seconds behind Morrison, the car ideally suited to the super-fast

and dry conditions.

Joe McKeand continues to impress, finishing fifth among such high-speed company, with Charlotte McDowall in the Subaru Impreza. Brian Watson and Sean Donnelly completed the top six in their Ford Escort Mk2 with John Rintoul missing out on the first

two stages when electrical gremlins prevented the Mini Countryman JCW WRC firing up on all cylinders.

**Results**  
**Kinloss Summer Stages Rally**  
**Organiser:** Condor Motorsports Club **When:** July 16 **Where:** Kinloss, Moray **Championships:** Tarmac Championship **Stages:** 6 **Starters:** 48  
1 Hugh Brunton/Drew Sturrock (Ford Fiesta R5) 52m08s; 2 Barry Groundwater/Michael Hendry

(Subaru Impreza S11 WRC)+56s; 3 John Morrison/Keir Beaton (Ford Fiesta R5); 4 Andy Horne/Karen Horne (Darran T90 GTR); 5 Joe McKeand/Charlotte McDowall (Subaru Impreza); 6 Brian Watson/Sean Donnelly (Ford Escort Mk2); 7 Kris Tennant/Rafal Stanislawski (Subaru Impreza); 8 Chris McCallum/Stephen Clark (Ford Escort Mk2); 9 Ben MacDowall/Alison Horne (BMW 130i); 10 Thomas Gray/Donnie MacDonald (Ford Escort Mk2). **Class winners:** C2: Stephen Fraser/Alan Grant (Mini 1275GT); C3: Euan Mackay/Michelle Hunter (Peugeot 106); C4: Watson/Donnelly; C5: Horne/Horne; C6: Brunton/Sturrock

## TIPPERARY STONETHROWERS: TIPPERARY MOTOR CLUB BY MARTIN WALSH

JULY 17

### MOFFETT CLAIMS IRISH NATIONAL TITLE WITH A VICTORY

Photos: Martin Walsh

Josh Moffett (Hyundai i20 R5) swept to his sixth victory in this season's Motorsport Ireland National Rally Championship and duly wrapped up his second national title with the minimum of fuss.

Co-driven by Keith Moriarty, they finished over a minute in front of Gareth MacHale (VW Polo GTi R5) and his co-driver Ger Conway with David Guest/Jonathan McGrath (Ford Fiesta Rally2) 39.5 seconds further behind in third.

Initially, Daniel Cronin (VW Polo GTi R5) was Moffett's closest pursuer

even though it was his first outing in eleven weeks. Although late entry Darren Gass (Citroen C3) took over the role briefly, he bowed out on SS3 when the rear-wheel hub sheared and the C3 pirouetted several times before narrowly avoiding a pillar. Cronin was back in pursuit and 18.6s behind before he retired when his Polo hit a wall following a compression: damage was minimal.

MacHale benefiting from his Donegal seat time went on to claim second with Guest tweaking the ex-Devine Fiesta Rally2 to complete

the top three. Brendan Cumiskey (VW Polo GTi R5) was untroubled in fourth followed by Stephen McCann (Fiesta R5) and top two-wheel-drive exponent Chris Armstrong (Escort). Paul Barrett (Fiesta R5) was seventh.

Having lost brakes for two stages on the opening loop, Tim McNulty crashed his Fiesta R5 on SS4 while Citroen C3 debutant Owen Murphy retired on SS6 following an oil leak. Both Stuart Darcy (Proton) and Wayne Evans (Ford Escort) crashed on the first junction of the opening stage; John Lynch (Fiesta R5) had a similar

experience at the same location during the third run (SS7).

**Results**  
**Organiser:** Tipperary Light Car & Motor Cycle Club.  
**When:** July 17. **Where:** Clonmel, Co. Tipperary.  
**Stages:** 9. **Championships:** National Rally Championship; Southern 4 Rally Championship; South-East Rally Championship; Midland Championship.  
1 Josh Moffett/Keith Moriarty (Hyundai i20 R5) 57m03.0s; 2 Gareth MacHale/Ger Conway (VW Polo GTi R5) +1m09.6s; 3 David Guest/Jonathan McGrath (Ford Fiesta Rally2); 4 Brendan Cumiskey/Martin Connolly (VW Polo GTi R5); 5 Stephen McCann/John McCabe (Ford Fiesta R5); 6 Chris Armstrong/Gavin Doherty (Ford Escort); 7 Paul Barrett/Kevin Reilly (Ford Fiesta R5); 8 Patrick McHugh/Pauric O'Donnell (Ford Escort); 9 Gareth Sayers/Gareth Gilchrist (Ford Fiesta R5); 10 Jack Newman/Andrew Browne (Ford Escort).



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# SPORTING SCENE NEWS

BRISCA F2 ROUND-UP

Smith finally breaks her victory duck



Smith brought home the bacon

After three years of trying to secure a maiden Brisca Formula 2 final win, Jessica Smith claimed two in three days at Skegness.

Smith, the daughter of five-time Brisca Formula 1 World champion Andy Smith, won Thursday night's last World Championship qualifying round in comprehensive fashion. Having already won her heat, she passed Joe Bamford for the lead in the final's early stages and built a big margin that no-one could breach.

Gordon Moodie passed Tom Bennett for second with two laps remaining to finish top of the points and secure pole position for one of the semi-finals at Buxton next month. Charlie Guinchard will lead off the other.

Smith added further success with another heat-and-final double in Saturday's Autospeed-run event. Fellow heat winner Charlie Guinchard may have had the pace to catch her in the final but suffered a fuel-pump failure as he carved through the field.

In a thrilling Friday-night session on the shale at Bradford's Odsal stadium, Ben Chalkley was victorious after prevailing in a scrap with Greg McKenzie. After several unsuccessful attempts, Chalkley eventually landed a decisive hit on the long-time leader to move ahead, with McKenzie holding off Ben Lockwood and Aidan Derry for second.

Mark Paulson

Results

Organiser: Skegness Raceway When: July 14 Where: Skegness Raceway Starters: 38

1 Jessica Smith; 2 Gordon Moodie; 3 Harley Burns; 4 Charlie Guinchard; 5 James Riggall; 6 Tom Bennett; 7 Steven Burgoyne; 8 Ayrton Mills; 9 Liam Rennie; 10 Mike Philip.

Organiser: YorStox When: July 15 Where: Odsal Stadium, Bradford Starters: 30

1 Ben Chalkley; 2 Greg McKenzie; 3 Ben Lockwood; 4 Aidan Derry; 5 Jack Cave; 6 Charley Tomblin; 7 Michael Wallbank; 8 Tom Bradley; 9 Kyle Taylor; 10 Marcus Gilbert.

Organiser: Autospeed When: July 16 Where: Skegness Raceway Starters: 27

1 Jessica Smith; 2 David Shearing; 3 Jonathan Hadfield; 4 Harley Burns; 5 Dave Polley; 6 Jordon Thackra; 7 Ayrton Mills; 8 Andrew Palmer; 9 Liam Rennie; 10 Harley Thackra.

Organiser: Mendips Raceway When: July 17 Where: Mendips Raceway Starters: TBC

1 Steven Gilbert; 2 Paul Moss; 3 Tommy Farrell; 4 Nathan Maidment; 5 Leah Sealy; 6 Dan Kent; 7 Marc Rowe; 8 Mike Cocks; no other finishers.

# MOTORSPORT EAST BRINGS COMPETITION CARS TO THE STREETS THIS WEEKEND

## Bury St Edmunds event to bring a variety of machines to the masses

By Matt James

The second free Motorsport East show will take place in the heart of Bury St Edmunds this Sunday, allowing fans to explore several different disciplines of motor racing.

The Cornhill and Buttermarket area of the town will be filled with more than 65 competition cars from a number of different branches of the sport and there will be a Formula 1 race simulator on hand to offer visitors the chance to experience driving themselves. There will also be a bumper car site for kids, which will be hosted in Charter Square. The event runs from 1000hrs until 1600hrs. Laura Cooledge, rallying co-driver and ambassador for Women In Motorsport, will also be in attendance along with legendary rallycross commentator Arthur Debenham, one of the driving forces behind the event.

Several leading race organisers will attend the show to offer advice to anyone who is interested in taking part either as a racer or a volunteer.

The event raises funds for the Mission Motorsport operation, which helps wounded servicepeople take part in motor racing. Last year, Motorsport East raised almost £1000 for the charity



Race cars on the streets on Sunday

Photos: Ant Jenkins, mkpics.net



Derek Martin will chase the Northern Irish silverware

# SIMPSON COMMITS TO BACK FRESH NI HOT ROD SERIES

Simpson Race Exhausts will extend its sponsorship of National Hot Rods World Series NI, which kicks off at the Tullyroan Oval Speedweekend on Sunday.

The feature race final winner at each round of the Northern Ireland series will receive enhanced prize money courtesy of former British Touring Car Championship star Matt Simpson.

It marks the richest sponsorship package since Simpson Race Exhausts became title sponsors of World Series NI back in 2018.

Simpson said: "I'm really pleased to have continued my partnership with Davy McCall and Darren Black at DMC Race Promotions in Northern Ireland, and also supporting the ever-growing grids of National Hot Rods over there."

National champion Derek Martin has confirmed his attendance at the opening round of Simpson Race Exhausts World Series NI as he kicks off the defence of his Northern Ireland title. Among the expected grid of 25 cars is Jeff Riordan, who finished an impressive fourth in the recent World Championship at Ipswich recently.

NATIONAL HOT RODS: BUXTON BY GRAHAM BROWN

JULY 17

# COOKE TURNS UP THE HEAT AT BUXTON

Perry Cooke put together a decent run of results at Buxton, culminating in a well-taken final that propelled him to second in the brand-new points chart.

Surprisingly, the only driver to outstrip him in the points-scoring stakes was Joey Palmer. Palmer had started the day with a big practice crash that had put his car back on the trailer before some hasty repairs got him out and on his way to a pair of heat wins and second in the final.

The first heat kicked off with youthful newcomer Ashley Shaw leading for most of the race and looking pretty secure out front into the bargain. He was tracked by Mark Cook's Corsa for many of those laps but it was Palmer who'd been busy working his way past

the other placemen, eventually relieving Cook of second spot as they rounded Turns 3-4. It wasn't long before he'd also slipped past Shaw as well to wrap up win number one.

With the front group's grid positions reversed for the second encounter, Cook had a go at leading this time, leaving Shaw to face up to Palmer. But Palmer's Fiesta looked to be working really well, hasty repair or not, two successive back-straight passes carrying him straight into the lead.

Unfortunately, from that point on the race descended into a series of stoppages and restarts (each one featuring a handful fewer cars) with the reasons ranging from debris on course to minor crashes.

Palmer was still very much in charge when it mattered with

Cooke coming through for second ahead of Dick Hillard.

The final was easily the best race of the day. With poleman Cooke and Palmer on the front row, a decent battle looked in prospect right there, without whatever went on behind them. Palmer grabbed the lead straight from the green but with a determined Cooke clambering all over him and then forcing his way past down the inside of the back straight.

Behind them the order quickly settled down with Palmer heading Aaron Dew and a dice between Hillard and Paul Wright, resolved when Wright zapped down the outside exiting Turn 2.

There followed a long chase by Wright to catch up with Dew, the two then charging round as one with Dew keeping all the bases

covered while Wright looked for a chink of daylight anywhere. It looked like it might be coming when all four leaders were forced to deal with lapped traffic. Spurred on by Wright's attentions, Dew was now catching Palmer fast, while for his part Cooke was also losing ground dealing with backmarkers.

It was still anyone's with five laps to run as Cooke struggled to put Hillard a lap down. Wright finally outfumbled Dew around a backmarker and immediately launched an attack on Palmer's second spot, forcing Palmer to forget about pressing Cooke and go defensive instead.

Cooke was still safely ahead at flag fall with Palmer just and only just fending off Wright at the line ahead of Dew, Jason Kew



Cooke leads Palmer, the form men at Buxton

and Chris Haird.

Results

Organiser: Buxton Raceway When: July 17 Where: Buxton Raceway Starters: 19

Heat one: 1 Joey Palmer (Ford Fiesta); 2 Paul Wright (Vauxhall Tigra); 3 Ashley Shaw (Vauxhall Tigra); 4 Jason Kew (Ginetta G40R); 5 Perry Cooke (Vauxhall Tigra); 6 Aaron Dew (Ginetta G40R); 7 Hayden Ballard (Vauxhall Tigra); 8 Dick Hillard (Vauxhall Tigra).

Heat two: 1 Palmer; 2 Cooke; 3 Hillard; 4 Dew; 5 Ivan Grayson (Ford Fiesta); 6 Ballard; 7 Karl Baker (Vauxhall Tigra); 8 Mikey Godfrey (Vauxhall Tigra).

Final: 1 Cooke; 2 Palmer; 3 Wright; 4 Dew; 5 Kew; 6 Chris Haird (Vauxhall Tigra); 7 Hillard; 8 Grayson; 9 Ballard; 10 Alistair Lowe (Vauxhall Tigra).

Points: 1 Palmer 68; 2 Cooke 60; 3 Dew 48; 4 Hillard 43; 5 Wright 39; 6 Kew 36; 6 Ballard 36.



To the winner, the spoils



# HISTORICS

## DOWN THE WORKSHOP

### 1961 TURNER MK2

Current owner: Steve Watton



Hillclimb car turned race car

#### He's racing a Turner

"It's a 1961 Mk2 Turner, originally a standard road car. From the photographs and archives, it started to be a Modsports car in about 1972 and it's been a Modsports car ever since. It still has the pre-crossflow engine and an original John Reed Holbay downdraught head that you can see on all the pictures from early on. It's run ever since, notably with people like Bob Dyson, Mike Moore and Simon Durling. They were the three main people who ran it on the hills."

#### He's taken it racing

"It was always a hillclimb car and when we bought it a couple of years ago we ran with the Classic and Sports Car Club for a race and when the pandemic hit we decided to convert it properly to a race car. We did a full rebuild and even fitted things like wing mirrors. Duncan Andrews had run it up the hill at Shelsley but it was just sitting in his workshop. I'd retired from racing for the third time but went to see it and bought it to start all over again. I'd always wanted a little Modsports car."

#### It has a simple spec

"There was a lot of work to do but the essential configuration is still the same as it was in period. It's a three-rail 2000E Ford Corsair gearbox, obviously with full straight cut internals. It's an 1870cc engine and we had it on the dyno and it showed about 165 to 170bhp. It's not ultra-light, probably something like 580 to 600kg because it's absolutely the original type chassis."

#### He's running in the new HSCC Modsports series

"I hope we'll have some fun with it but I don't know how quick it'll be. But we'll give it a go. I raced it once with the CSCC at Snetterton before the rebuild. I don't think it ever raced before that."

#### He's been racing since the mid-70s

"I started in 1976 at the racing school at Brands, with Tony Lanfranchi telling me to go faster. I've raced a lot over the years and won in Westfields, Road Sports and a Lotus Cortina. We raced the day the German Touring Cars came to Donington and I was in the queue for signing-on next to Keke Rosberg. The only thing I'd got for him to sign was my race licence."

# REBORN EX-LANGES RALT RETURNS TO THE RACE TRACKS IN CLASSIC F3

## Ralt RT3 chassis returns from the hills to the circuits at Brands Hatch

By Paul Lawrence

**The ex-Claudio Langes Ralt RT3 competed for the first time since period when Classic Formula 3 newcomer Ian Ingram raced the car at Brands Hatch recently.**

In 1984, the Italian racer finished fourth in the European Championship and the car then moved to the British F3 Championship in 1985 with James Tolerton for only a few races. That was believed to be the last time it raced, as it then spent much of its life hillclimbing in the hands of Rodney Eyles with a 2.7-litre Hart engine. Eyles owned it for 24 years.

Ingram bought the car as a restoration project five years



Ralt RT3 restored immaculately

ago with the plan of taking it back to racing and Tolman Motorsport has just completed a total rebuild to immaculate condition.

Ingram, who raced a Ginetta GT5 in 2012 and '13, made his single-seater debut at Brands. "This is a real change of tack for

me," he said. "The car is great and it's just the driver that's lacking. I've done a couple of tests. I've always wanted to race one of these and I thought if I didn't do it now, I was never going to. It's been hillclimbed regularly but not raced since the end of its British

F3 campaign in 1985."

James Weaver also raced it in period and it was run by Barron Racing in Italy for Langes. The RT3 has been restored to the Italian's livery from 1984 and Ingram plans to continue racing in the Classic F3 Championship.

Photos: Paul and Ben Lawrence



Mitchell's injuries miraculously light

## MITCHELL SR KEEN ON RETURN AFTER BRANDS HATCH SPILL

Westie Mitchell was fortunate to escape with nothing worse than a broken shoulder after a huge accident in Historic Formula Ford 1600 at Brands Hatch.

Mitchell was battling in the top six when his Merlyn Mk20 interlocked wheels with the similar car of Tim Brise at the top of Paddock Hill Bend and cartwheeled

into the gravel, landing upside down.

Fortunately Mitchell, father of racers Bern and Sam, was able to clamber out and walk away. It was only later that the shoulder injury was diagnosed.

The 2009 Historic FF1600 champion was having his first Formula Ford race since last year's Walter

Hayes Trophy. He had planned to race his Chevron B8 in the Guards Trophy at Brands but when late problems developed with the sports-racing car, he switched his entry to the Merlyn.

The Gloucestershire-based racer says he'll be back racing as soon as possible.

## Elliott swaps to new Escort for later in 2022

Leading historic rally driver Nick Elliott has sold his regular gravel-specification Ford Escort Mk2 to make way for a freshly built car from Rallysport Developments.

However, Elliott is currently concentrating on his Fiat 131 and plans to finish the British Historic Rally Championship season in the Fiat.

"It's been a refreshing challenge in the Fiat after so many years in Escorts," the Cheltenham driver told Motorsport News.

With the gravel Escort sold to Ireland, the fresh Mk2 could come out for his local Wydean Stages in October. "The Escort is a very, very good package," said Elliott, who says there is not much to choose between the 131 and the Escort Mk2.



Elliott relishing Fiat challenge

## DWYER FINALLY MAKES LENHAM DEBUT



**Prolific historic racer Mark Dwyer took second overall in the Guards Trophy at Brands Hatch in his first race in the ex-Jon Waggitt Lenham P69 sports-racer. Dwyer, best known for racing powerful single-seaters, qualified the car at last year's Silverstone Classic but didn't start the race due to a family bereavement.**

## Fennymore's car swap for Formula Ford 2000 title bid

Historic Formula Ford 2000 title contender Graham Fennymore had to borrow a car to race at Brands Hatch after engine problems were found in his regular Reynard SF81 in the week before the race.

The piston ring

damage was only discovered on the Wednesday before Brands and Fennymore then tried to source a spare engine.

However, when that proved difficult, he borrowed a car from Adrian Reynard, who had been building up

a second car over many years.

With four rounds left to run, Benn Simms now leads Fennymore by 13 points.

"We've now got a big gap to the next race at Croft so I will be back in my own car by then," said Fennymore.



Car borrowed from Reynard

## IN BRIEF

### Harrison's outing

Veteran racer John Harrison ran his Formula 2 March 742 for the first time this season at his local track of Brands Hatch. So far this year Harrison has concentrated on racing his Mallock Mk21 in Classic Clubmans but had to miss the recent Donington races while suffering with Covid. Harrison finished sixth in the opening race in the F2 car, which is immaculately prepared by his son Andrew.

### Ingram at Le Mans

Well-travelled Australian Robert Ingram achieved another life ambition recently when he raced his Lotus Elite at Le Mans. Ingram shipped the car to the UK for a season of racing at major events, with the Le Mans Classic being a particular highlight. Co-driving with Iain Rowley, who prepares the car, they finished second in class, second on index of performance, 25th overall and won the team index team award.

### Mercer's Reynard

Single-seater racer Mark Mercer gave his Reynard SF79 a winning return at Brands Hatch recently. "I've had it six or seven years and we bought it as a chassis and a box of bits," said Mercer, son of racing veteran David. Because he has been racing in Formula Atlantic as well, Mercer hasn't had much time to finish the Reynard and it had only previously run at Silverstone at the end of last year. He has a Formula 2 Ralt RT1 that should be ready for the Silverstone Classic next month.

### McRae in harness

Jimmy McRae, seven-time Circuit of Ireland Rally winner, will be returning to the place where his international rallying career started, when he lines up to start Deja vu Ireland West on Westport's Mall on October 1. McRae, a major supporter of the Deja vu retro tours, will be driving one of Connor McCluskey's stable of WRC cars on the Galway event. With eight weeks to go before registrations close, 100 entries have already been received.

### Ferraris in Wales

Three races for the Ferrari Formula Classic are on the programme for this weekend's Ferrari weekend at Anglesey. The series, for all pre-1999 Ferraris, will reach rounds 10, 11 and 12 of 17 this season at the North Wales track. Also on the schedule are two races for the Ferrari Club Racing Series, Alfa Romeos and Northern Sports and Saloons.



## COLUMNIST

## HARRY O'DONOGHUE



*The motorsport engineering student tells us about starting a racing team in CityCar Cup's Student Motorsport Challenge*



CityCar offers student shot



Student Motorsport gives trackside experience

**B**etween myself and a group of university mates – we're all first-year students going into our second year doing motorsport engineering at Oxford Brookes University – we one day were all sat down and just said 'let's take control of our careers, let's take control of our education, let's start up our own motorsport team'.

With what feels like ever-increasing costs in motorsport and us being students we knew we had to find the lowest-budget racing available in the UK, which was CityCar Cup.

So we set this ambition to compete in CityCar Cup and build our own car, and it wasn't until we made the trip to Snetterton for CityCar Cup's second round this year that we found that there's other university teams that already compete in it under the Student Motorsport Challenge.

We had a chat with John Paul Latham who runs the Student Motorsport Challenge and it really helped us narrow down our aims and by the time Anglesey rolled around for the third round, JP offered us a hire car – a Citroën C1 – and a driver that needed a team to manage it, so we made the trip to north-west Wales. We very quickly realised that our dream was becoming a reality a lot sooner than we expected.

There are so many people leaving university with motorsport engineering degrees that aren't getting jobs because they don't have the practical experience. Formula Student is incredible when it comes to the engineering challenge, but lacks the physical experience and time of being trackside with race cars and

preparing race cars. So in order to boost our unique selling points on our CVs we figured that this was the best way to do it.

Our team at Anglesey was 80% the same people as were sitting down in that initial gathering. We're a very close-knit group of friends so our team dynamic is already there, and the Oxford Brookes course has done really well in preparing us.

It was all a mad rush to get the team ready for Anglesey. We had so much help from JP and from Simon Toolan from championship parts supplier Essential Racing – who we hired the car from – and Simon's brother Paul who drove for us.

It was fantastic when we finally got everything together because at Anglesey we did our best and in the short amount of time we had to prep we walked away from Anglesey with three podium trophies from the weekend, for three second places, so we really surprised ourselves.

For a lot of the team it was a really big eye opener of what it was like to work in a paddock. And it just reassured everyone it's what we



First meeting cemented the students' ambition

want to do; everyone's dream is to be in a motorsport paddock for the rest of their life. It was really mesmerising and especially the camaraderie between the different teams in the series and not even just in our series. When you're in the paddock you're a family.

Our aim now is to complete the rest of the season. Unfortunately Paul can't be with us in that time but we've confirmed our new driver will be Ben Creanor: he's 19, very fast, and has a very impressive CV including EuroNASCAR.

We're very much fingers crossed we are going to make it to the next round at Snetterton. We're funding this all out of our own pocket, so it's very much hit or miss with funding a lot of the time but we're on our search for sponsorship and we're very much hoping that someone comes onboard soon.

And we're very much hoping for the 2023 season to build our own car to race in Student Motorsport Challenge. This very much relies on us forming sponsorship ties which is why we're on a big push for sponsorship. The future of the team is looking so promising it would be a real shame for it to fall apart because we don't have the money. Running our own race car that we've built will not only be so beneficial for our learning but will play into the student engineering side of things better as well.

The Student Motorsport Challenge has so far been nothing but incredible for us. Some of the team had never been at a race track before Anglesey and they've walked away probably with more knowledge on how a race weekend works than people graduating from Formula Student have. I couldn't recommend it more to anyone wanting to get a start in motorsport especially as young engineers.

*"We said 'let's take control of our careers; let's start up our own motorsport team'"*



WRC REPORT: RALLY ESTONIA



Rovanpera pressed home his advantage



Fourmaux was the top Ford man

RESULTS			
World Rally Championship round 7/13			
Event: Rally Estonia Where: Tartu When: July 14-17			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Kalle Rovanperä/Jonne Halttunen	Toyota GR Yaris Rally1	2h54m29.0s
2	Elfyn Evans/Scott Martin	Toyota GR Yaris Rally1	+1m00.9s
3	Ott Tänak/Martin Jarveoja	Hyundai i20 N Rally1	+1m55.7s
4	Thierry Neuville/Martijn Wydaeghe	Hyundai i20 N Rally1	+3m53.3s
5	Takamoto Katsuta/Aaron Johnston	Toyota GR Yaris Rally1	+4m13.4s
6	Esapekka Lappi/Janne Ferm	Toyota GR Yaris Rally1	+4m49.1s
7	Adrien Fourmaux/Alexandre Coria	Ford Puma Rally1	+5m09.2s
8	Andreas Mikkelsen/Torstein Eriksen	Skoda Fabia Rally2 Evo	+11m01.8s
9	Teemu Suninen/Mikko Markkula	Hyundai i20 N Rally2	+11m27.1s
10	Emil Lindholm/Reeta Hamalainen	Skoda Fabia Rally2 Evo	+13m04.8s

**WRC2:** Mikkelsen/Eriksen **WRC2 Junior:** Lindholm/Hamalainen **WRC3/JWRC3:** Sami Pajari/Enni Malkonen **Championship positions:** 1 Rovanperä 175; 2 Neuville 92; 3 Evans 79; 4 Tänak 77; 5 Katsuta 73; 6 Craig Breen 60..



It was a top two lock-out for the Toyota team at the Tartu finish

**F**or a big chunk of Friday's opening leg Elfyn Evans had the beating of his World championship-dominating team-mate Kalle Rovanperä. A quintet of stage wins and a 10-second penalty for Ott Tänak helped the Welshman to a 19.9s lead. Then it rained and the advantage Evans had gained from running five places behind road opener Rovanperä was effectively cancelled out over the remaining three stages of leg one. While the conditions challenged Rovanperä and co-driver Jonne Halttunen they noticeably worsened for each passing crew, which meant the runaway WRC points leaders were 10.9s behind Evans and Scott Martin starting Friday's final stage. Rovanperä made it through the slippery 4.16-mile Vastsemoisa test unscathed and a whole 14.2s quicker than the next best driver Thierry Neuville. And after an off-road moment close to the start, Evans – who faced

notably more rain than Rovanperä – was a giant 22.6s slower than his fellow Toyota driver. A once healthy margin had been turned into a deficit of 11.7s and the overnight runner-up spot for Evans. "I was not expecting to lead after the morning," Rovanperä said at the overnight halt in the grounds of the Estonian national museum in second city Tartu. "We did a good job opening the road and in the afternoon we had good times. Of course, the weather on the last stage was on our side, we gained when the others got the rain." Of his moment on SS9, Evans said: "The conditions were pretty horrific, lots of aquaplaning at the start of the stage and we had a fair moment. It was a bit of a surprise the conditions were so bad. I was a bit more careful after that." There was a glimmer of hope for the 33-year-old when he outpaced Rovanperä on Saturday's opener, but the difference was only 0.6s and it wasn't long before the Finn was back on form, going fastest on the next seven stages to reach the day-closing Tartu superspecial

29.5s clear of the chasing pack. "I had a really bad stage, I was losing seconds everywhere and wasn't happy with my run at all," said Rovanperä of his Saturday-morning stage defeat to Evans. "I was not so awake and not where I wanted to be, but we changed something on the car and it got better. We just tried to gain a bit more grip and it seemed to work in a few places quite well." It didn't work quite so well on the end-of-day Tartu test where Adrien Fourmaux took the stage honours in his M-Sport Ford Puma Rally1, while Evans went 0.4s quicker than Rovanperä. But Rovanperä had done the hard work with a momentous performance throughout a day when intermittent showers made for inconsistent grip and a hesitant Evans. "I need to be a bit more consistently fast," Evans said. "We know it's very difficult to make a big advantage so it's even more important not to give any time away." Trailing Rovanperä by 29.1s at the completion of Saturday's action meant a second 2022 win for Evans was very

much out of his hands, however. "This afternoon I had no answer, all day to be fair," Evans said of his seemingly unstoppable colleague. "He's been very, very good." Rovanperä scored his maiden WRC win in Estonia 12 months ago aged 20. Barring any disasters on Sunday and a seventh victory would be his. "I felt we were driving well and pushing quite hard all the time but still managing the risk a bit," Rovanperä said of his incredible Saturday charge. "I wouldn't say there is much pace left but it's not pushing to the limit all the time. I don't need to push the car and the tyres in the rough places, everywhere else we go flat out." While there were no disasters on the final day, there was plenty of rain to contend with, particularly on the penultimate test, which Rovanperä completed 38.7s behind stage winner Esapekka Lappi. The third factory Toyota driver benefited considerably from starting the stage before the heavy rain set in and with Evans ultra-cautious through the

10.24-mile stage, a relieved Rovanperä still had 38.4s in hand with just the Powerstage remaining. Despite more rain and a heavy coating of mud, Rovanperä was mighty for his 45th stage win of 2022 by a stunning 22.5s over Evans to seal victory by 1m00.9s. The only serious cause of concern for Rovanperä came on Friday's first stage when he hit a rock, admitting afterwards "we were lucky, we hit quite hard". That moment on Peipisaare aside, this was another phenomenal drive from the 21-year-old, who heads to Finland for round eight of the season



Even the dry stages were a test





Evans' early promise was thwarted when the heavy rains came and that meant his advantage shrunk



Ott Tänak said he felt like he was fighting with his car throughout the event but still landed third position

83 points ahead in the standings and pretty much out of reach.

After finishing runner-up in the championship chase for the last two years, Evans is facing another season of missing out on the big prize but at least he's up to third, 13 points behind Neuville.

Having spent Friday morning tinkering with his factory Hyundai's out-of-sorts set-up, Ott Tänak was in a fight with Rovaniemi for second until a 10s penalty was handed out for his failure to run on full electric power in a hybrid electric vehicle zone on a Thursday road section. However, Tänak's ability to battle Rovaniemi owed more to the Finn losing time opening the road than the home hero's ultimate pace.

"I'm driving very hard but it's more like fighting and not driving fast," said Tänak, who completed Friday 44.3s off the lead after a heater pipe came loose and caused his windscreen to mist up. It led to an off-road moment as Tänak struggled to see where he was going with co-driver Martin Jarveoja attempting to direct the pipe downwards with his foot.

With no obvious threat to his third place and no prospect of catching the leading Toyotas, Tänak switched to self-preservation mode, although he did match Rovaniemi's stage-winning time on SS20 before a loss of rear brakes for the final two stages caused late anguish.

Having battled brake issues throughout Friday morning Lappi was in fourth when a punctured tyre on SS12 took 2m30s to replace and dropped him to seventh where he was set to finish until his Powerstage charge put him ahead of Fourmaux by 20.1s.

Never at ease with the handling of his Hyundai, Thierry Neuville was fourth at midday service on Friday but fell to fifth behind Lappi in the afternoon. It's a position he would have been happy to keep prior to Lappi's puncture. Although he went off and then had a half-spin on Sunday, Takamoto Katsuta was too far behind to offer any kind of threat.

Indeed, the Japanese, who rolled on Thursday's shakedown, was only 10.9s ahead of Fourmaux at the end of Saturday.

Fourmaux, who suffered an overshoot

on SS9 when his windscreen wipers failed, cut that margin to 7.7s with the third-quickest time on Sunday's first stage. However, as the only M-Sport driver left in the top 10, the order was given for the Frenchman to hold station.

Fourmaux had slipped to seventh behind M-Sport team-mate Pierre-Louis Loubet on SS8 but got back ahead when the Corsican rolled and dropped two minutes.

Loubet was on course to finish eighth but wrecked his Puma's front-left suspension striking a rock on SS19. His exit following Sunday's opening run promoted team-mate Gus Greensmith to eighth but the Briton, who'd dropped out of contention with a puncture on Saturday, retired shortly after with faulty transmission.

Craig Breen won the opening superspecial and was fourth when he slid off the road on an SS4 left-hander. Contact with a post hidden in the grass broke his Puma's front-left suspension and he retired for the day. He set five top-five stage times on his return but scored no points.

Photos: Red Bull Content Pool, Toyota Gazoo Racing

## MIKKELSEN CLIMBS BACK TO THE TOP WITH WRC2 VICTORY

With back-to-back retirements wiping out his early-season advantage from wins on the Monte and in Sweden, Andreas Mikkelsen needed a big result in Estonia to get his faltering WRC2 title defence back on track.

And when the pressure was on, Mikkelsen rose to the occasion to the extent only Kalle Rovaniemi and Elfyn Evans went faster than he on the rally-deciding Powerstage.

The Norwegian started the closing run 3.2 seconds ahead of Teemu Suninen, who had been 10.6s behind after Saturday's action but gradually ate into the Mikkelsen's advantage as Sunday morning progressed.

Mindful of the need to score points, Mikkelsen faced the prospect of having to keep out of trouble in the worsening conditions but not giving too much time away to his chasing Finnish rival.

It was a fine line to tread, but Mikkelsen got the balance just right in his Toksport WRT Skoda Fabia. Although Suninen was ultimately

slowed by his Hyundai i20 N Rally2 dropping onto two cylinders through the Powerstage, Mikkelsen was ahead on the first split prior to Suninen hitting trouble.

His eventual victory, by 25.3s, was his third of the campaign and with three Powerstage points in the bag, Mikkelsen moves ahead of Kajetan Kajetanowicz at the top of the standings after the Pole, who won WRC2 on the Safari Rally, could do no better than fifth.

Behind the dejected Suninen, Emil Lindholm – who led after seven stages – battled back from a puncture to take third after his Toksport team-mate Marco Bulacia crashed out in the rain on the penultimate stage. Lindholm also took top honours in WRC2 Junior, which Briton Chris Ingram continues to lead despite his non-entry in Estonia.

Jari Huttunen recovered from an early engine issue to bring his M-Sport Ford Fiesta Rally2 home in fourth with Ireland's Josh McErlean eighth.



Mikkelsen got back to winning ways amid the WRC2 battle

## ARMSTRONG'S JUNIOR JOY

Jon Armstrong's bid to become Junior WRC champion is still alive heading to the double-points Acropolis Rally decider in September after he achieved his pre-event podium target.

The Northern Irishman finished third behind winner and defending champion Sami Pajari and local hero Robert Virves.

Armstrong ran as high as second until SS21 but couldn't hold off Virves, who won seven out of nine stages on Saturday and all six stages on Sunday.

Despite dropping to third in the closing stages, Armstrong is still in the title fight, albeit is now behind new leader Pajari.

"It's good to finish, especially in

these conditions," said Armstrong, who described the Powerstage as the "most slippery gravel stage we've done" after he struck a bank.

Virves had demoted overnight leader Lauri Joona with the fastest time on Friday's opener as the Finn was delayed by a puncture. But Virves, who slipped behind Pajari on SS6, dropped to third with suspension issues on SS8 before he fell to fourth behind Armstrong on SS9. His recovery netted the runner-up spot and 17 bonus points for his stage wins.

Irishman William Creighton finished fifth behind Joona with McRae Kimathi sixth in the category for Ford Fiesta Rally3s.



Northern Irishman completed the Junior WRC podium men



FEATURE

RUNNING THE RULE OVER THE BTCC'S FINEST

Matt James looks at the tin-top formbook at the halfway point of the series

The summer break for the British Touring Car Championship can be a curse and a blessing for those involved with the category. If a driver is on a roll, then they don't want the momentum to be lost. If a driver is struggling, then the five-week hiatus can give breathing space to regroup and push ahead over the latter portion of the season.

While the cars have been out for a two-day test session at Snetterton last week, the teams have been busy in the background perfecting the set-ups and ironing out any speed bumps that the opening five rounds have produced. There was a lot for team to get their heads around with the introduction of the new push-to-pass hybrid systems at the beginning of 2022. Most adapted superbly, but the extra weight that the initiative added to the machines meant much of the set-ups that were in the databank were rendered obsolete. These issues have affected some more than others, as you can read here. The season kicks off again at Knockhill next weekend and the chase for the championship, which traditionally goes down to a final-day decider at Brands Hatch, will be gloves off once more.

THE TEAMS



**1 Excelr8 Motorsport**  
**Car:** Hyundai i30 N  
**Drivers:** Tom Ingram, Tom Chilton, Daniel Lloyd, Jack Butel, James Gornall  
It seemed a brave decision for championship-chaser Tom Ingram to jump ship from Speedworks Motorsport to the relatively new Excelr8 team at the beginning of 2021, but it was a calculated one. He took his engineer Spencer

Aldridge with him to the Hyundai squad and the pair set about unlocking as much pace from the coupe-shaped car as they could. It clicked. Ingram did much of the development work with a full load of success ballast on the car and, now the machines are heavier across the board, that is reaping the rewards. Three wins and three other podiums have propelled him to the top of the

points table, helped by its Swindon-developed Hyundai powerplant. Daniel Lloyd bounced back from a huge crash at Oulton Park to win at Croft, and is looking more and more competitive with each passing round. Tom Chilton is his usual ebullient self although he has found the return to a front-wheel-drive BTCC machine harder to make than he might have hoped. Jack Butel has yet to trouble the points on a regular basis.



Sutton is overcoming problems

**2 Motorbase Performance**  
**Car:** Ford Focus  
**Drivers:** Dan Cammish, Ash Sutton, Ollie Jackson, Sam Osborne  
The super-team line up of Ash Sutton and Dan Cammish should have thrust Motorbase to the summit of the points chase, but the Ford Focus has proved to be a difficult machine to tame so far. Nevertheless, Sutton is putting in a champion's season with a run of five straight podium finishes across the Thruxton and Oulton Park meetings. It means, while the team and its engineer drill down into the handling issues that affect the car, particularly towards the latter stages of a race, the reigning champion is within touching distance of the summit. Cammish has had an awful run of luck with a blazing inferno at Donington and then a mid-pack shunt at Thruxton. These have masked his pace and without those two blots, he would be much further up the points table. Ollie Jackson is a two-time winner in the BTCC but hasn't looked like reaching those heights again this season, while Sam Osborne, son of team owner Pete, is still learning his craft.



Turkington is using all his guile in sub-par car

**3 WSR**  
**Car:** BME 330e M Sport  
**Drivers:** Colin Turkington, Stephen Jelley  
Colin Turkington, a four-time BTCC title winner, knows how to put together a championship campaign and he is using all of that nous to keep himself in the hunt this year. While his WSR-operated BMW has yet to prove itself as the potent weapon it has done in previous years, the Northern Irishman has lost none of his guile. His trademark of winning when he can and banking points when he can't has helped him to six podiums so far in 2022 and he is very much in the wheeltracks of the top two in the standings. He is only 12 marks behind Tom Ingram. Stephen Jelley has matched his team-mate's return of one victory over the course of the first 15 races when he claimed a calm victory in a tense race three at Oulton Park. His season has been more inconsistent than the sister car which is why he is outside the top 10 in the rankings.

DRIVERS' CHAMPIONSHIP

BTCC			11 Dan Cammish 86;
POS	DRIVER	PTS	12 Stephen Jelley 77;
1	Tom Ingram	195	13 Bobby Thompson 56;
2	Josh Cook	192	14 George Gamble 45;
3	Colin Turkington	183	15 Aiden Moffat 44;
4	Ash Sutton	171	16 Tom Chilton 44;
5	Jake Hill	154	17 Jason Plato 36;
6	Rory Butcher	137	18 Ash Hand 34;
7	Gordon Shedden	132	19 Michael Crees 27;
8	Daniel Lloyd	131	20 Aron Taylor-Smith 23;
9	Adam Morgan	101	21 Ricky Collard 22;
10	Dan Rowbottom	90	22 Ollie Jackson 9;
			23 James Gornall 2;
			24 Dexter Patterson 1;
			25 Sam Osborne 1;
			26 Jade Edwards 1;
			no other scorers.

INDEPENDENTS' TROPHY

BTCC			11 Jade Edwards 85;
POS	DRIVER	PTS	12 Nic Hamilton 78;
1	Josh Cook	269	13 Will Powell 43;
2	Adam Morgan	199	14 Rick Parfitt 40.
3	Bobby Thompson	186	
4	George Gamble	160	
5	Aiden Moffat	158	
6	Jason Plato	147	
7	Ash Hand	132	
8	Aron Taylor-Smith	129	
9	Michael Crees	120	
10	Dexter Patterson	88	



Cook conquers

JACK SEARS TROPHY

BTCC			11 James Gornall 28.
POS	DRIVER	PTS	
1	Bobby Thompson	252	
2	George Gamble	219	
3	Ash Hand	204	
4	Sam Osborne	164	
5	Dexter Patterson	153	
6	Jade Edwards	148	
7	Nic Hamilton	127	
8	Jack Butel	87	
9	Rick Parfitt	70	
10	Will Powell	69	



Bobby dazzler

MANUFACTURER-CONSTRUCTORS CHAMPIONSHIP

BTCC		
POS	TEAM	PTS
1	BMW	384
2	Excelr8 Motorsport/Hyundai	370
3	Motorbase/Ford	346
4	Team Dynamics/Honda	286
5	Toyota	271

BTCC TEAMS' TROPHY

BTCC		
POS	TEAM	PTS
1	Excelr8 Motorsport	308
2	Motorbase Performance	259
3	WSR	258
4	BTC Racing	229
5	Team Dynamics	219
6	Ciceley Motorsport	160
7	Speedworks Motorsport	160
8	MB Motorsport	150
9	Power Maxed Racing	66
10	Team Hard	64

INDEPENDENT TEAMS' TROPHY

BTCC		
POS	TEAM	PTS
1	BTC Racing	273
2	Ciceley Motorsport	244
3	Team Hard/Autobrite	211
4	Laser Tools Racing	201
5	Power Maxed Racing	181
6	Team Hard/Yazoo	169
7	Team Hard/Upton Steel	74

REMAINING ROUNDS

BTCC		
WHEN	RNDS	VENUE
July 30-31	16-18	Knockhill
August 13-14	19-21	Snetterton
August 27-28	22-24	Thruxton
Sept 24-25	25-27	Silverstone
Oct 8-9	28-30	Brands Hatch GP





Rivals have closed in on points leader Cook

4 BTC Racing

**Car:** Honda Civic Type R  
**Drivers:** Josh Cook, Jason Plato, Jade Edwards

The summer break probably couldn't have come soon enough for BTC Racing. Its star driver Josh Cook saw a healthy advantage in the points that was built on four wins in the opening three meetings gradually eroded by Tom Ingram and Hyundai.

The Honda Civic Type R team is using the off-the-peg M-Sport powerplant and it has suffered a mysterious lack of straightline speed, which has affected not only Cook, but team-mates Jason Plato and Jade Edwards too. It means all three are struggling to make progress in the races. Cook has reverse-engineered his race weekends to make sure he is still a podium challenger, but it is a glimmer of hope. Work done in the five-week gap before rounds will be crucial to kick on and fight for a maiden title.



Team Dynamics looks shadow of former self

5 Team Dynamics

**Car:** Honda Civic Type R  
**Drivers:** Dan Rowbottom, Gordon Shedden

Team Dynamics, once a behemoth of the BTCC, looks like a shadow of its former self this term. Despite the struggles to match the other machines, three-time title winner Gordon Shedden has won twice to keep himself in the top 10 of the points. But, aside from those highlights, there has been only one other podium for the Scot, which sums up the problems.

The story on the other side of the garage has been equally unhappy, with Daniel Rowbottom unable to build on the superb impact he made in 2022. There was a glimmer of hope last time out at Croft with a podium, but Rowbottom has shown that he can deliver much stronger performances than that.

6 Ciceley Motorsport

**Car:** BMW 330e M Sport  
**Drivers:** Adam Morgan, George Gamble

In a second season with the rear-wheel-drive, WSR-built BMW 330e M Sport, this should have been a real step forward for the Lancashire-based team and indeed driver Adam Morgan has tasted champagne after a reversed-grid victory at Thruxton in May.

However, the team has suffered more than most in its efforts to get the most out of the hybrid system and Morgan has battled through a couple of the rounds without the extra



Morgan has on occasion gone without hybrid power

power boost.

Newcomer George Gamble scored a head-turning podium in his maiden weekend in the

BTCC at Donington Park but has struggled to reach those heights again. He is, however, always a good bet for a top six.

7 Speedworks Motorsport

**Car:** Toyota Corolla  
**Drivers:** Rory Butcher, Ricky Collard

After a turbulent learning season with Toyota, much was expected of driver Rory Butcher in this season's challenge.

The Scotsman is a class act, but there has been the odd unforced slip up along the way from the driver which has restricted him to only three podium finishes so far this term.

His best chance of victory among the ultra-competitive BTCC this term will probably



Butcher hasn't quite lived up to expectations so far

come in a reversed-grid race.

In the second car, Ricky Collard is continuing his learning about front-wheel

drive and lacks nothing in terms of commitment. He will get his rewards later on in the 2022 season.



Hill has impressed and remains in title battle

8 MB Motorsport

**Car:** BMW 330e M Sport  
**Driver:** Jake Hill

This is an impressive season for Jake Hill in his first in a rear-wheel-drive British Touring Car Championship car. Tapping in to the learning from the WSR side of the table, Hill has been rapid everywhere and the intelligence he has added to his racecraft has been on display at every event.

The Kent racer is creeping up on 200 race starts and that shows. Losing third place in the opening race of the year at Donington Park for a ride height infringement did not derail him and, if he had kept those points, he would be just 14 behind team-mate Turkington. However, he is still very much in the title battle.



Crees is unexpectedly shy of team-mate

9 Power Maxed Racing

**Car:** Vauxhall Astra  
**Driver:** Michael Crees, Ash Hand

This has been a harder season for Power Maxed than it might have expected, its Vauxhalls aren't the newest machines on the grid and its drivers are both newcomers (to the team in terms of Michael Crees and to the BTCC in terms of Ash Hand).

However, Hand has been one of the revelations of the season. Although often forced to ply his trade in the lower part of the points-paying positions, he has looked like he belonged from the opening round.

Crees has the consistency to bring home the points, but would have expected to be ahead of Hand in the table at this point.

10 Team Hard

**Car:** Cupra Leon, Infiniti Q50  
**Drivers:** Bobby Thompson, Aron Taylor-Smith, Will Powell, Nic Hamilton, Rick Parfitt

Ever ambitious, Team Hard has once again fielded four cars in the BTCC and does a remarkable job to keep them all going. The Cupra R has gone from being back-of-the-grid fodder to a potential points challenger at every track.

Bobby Thompson has quickly stepped into the role of de facto team leader (although there it is not a defined position within the team). The Essex racer took his first overall podium at Brands Hatch and that just underlined the progress he has made in his comeback season.



Thompson has led team charge

11 Laser Tools Racing

**Car:** Infiniti Q50  
**Drivers:** Aiden Moffat, Dexter Patterson

The Laser Tools Racing Infiniti Q50 looks like a different beast than the one that claimed the title in Ash Sutton's hands last season. Aiden Moffat has taken one second place in a car that took six race wins last season.

The departure of champion Ash Sutton (and his engineering brains trust) has caused the dip in form. A reshuffle in the backroom staff has been undertaken in the hunt to turn around the performances of Moffat and rookie team-mate Dexter Patterson. The second half of the season will be a litmus as to whether this has worked or not.



Moffat has had one second place



## FEATURE

# TIM SUGDEN: WINNING IS THE GREATEST FEELING

**Matt James** puts the readers' questions to the British Touring Car Championship and sportscar ace



Decorated career:  
Tim Sugden

**T**im Sugden was within half-a-lap of finishing on the podium at Le Mans in 1998. Sharing a McLaren with Bill Auberlen and Steve O'Rourke, the McLaren crew performed some heroics among the phalanx of works operations.

It was a long way from the Yorkshireman's grounding in karting and Formula Ford, but it was the high point of a career wherein he had to wheel and deal his way from being a second-hand car salesman to a professional racing driver with BMW and Toyota in the British Touring Car Championship.

Sugden, who has remained loyal to his Yorkshire roots, went on to operate his own team and manage a number of up-and-coming drivers. He has remained at the heart of motorsport and insists that he hasn't retired yet. Well, not just yet.

We are grateful that Sugden took time from his busy schedule to take a walk down memory lane.

**Question:** What got you interested in motor racing in the first place?

**Steven Nye**  
Via email

**Tim Sugden:** "When I was a kid, me and my cousin, on the first week of the summer break, would be packed off to Grassington in North Yorkshire. Just me and him, his mum and my mum. I was about seven years old. The woman who lived next door to where we were staying gave me a book to read to pass the time. It was a book about cars and car racing.

"There was just one single page in this book about karting. Literally just one page. But I kept this book for ages and I kept reading this one page over and over again. It said you could start go-karting when you were 12 years old. I showed the book to my dad. He turned around and said 'that looks expensive, you had better start saving up'. That was his last word on the matter and I never mentioned it to him again.

"I kept looking at this book, every day. I started saving up all my pocket money, Christmas money and birthday money. I did bob-a-job when I was in the scouts – and I had one card which was my scouts' "



Photos: Jakob Ebrey, Motorsport Images, Colin Casserley



Making a mark:  
FF1600 in 1987

card where I would mark off the jobs and then another unofficial card for extra jobs that went towards the karting fund. I did anything I could to get money. “Just before my 12th birthday, I was able to go to my dad and tell him I had £200 saved up. My dad was amazed and that was a heck of a lot of cash back then. Dad realised I was pretty serious and we found this place where you could buy a kart somewhere near Sheffield. We paid £110 for this thing and we didn’t really know what we had bought. It turned out to be a complete piece of shit. Dad was a pretty capable mechanic and he had a couple of mates who had raced. Between us, we just learned about how to race this thing. We took it to my first race in 1976.”

**MN:** You were very successful in karts weren’t you?

**TS:** “I won the British Series which was a seven-round championship. Johnny Herbert was second in the year I won it. “When I finished karting when I was 16 years old, I wanted to move into cars, but

again we didn’t have a clue what we were doing. We had the money from selling all of our karting equipment and I had a little bit of cash from buying and selling motors myself. “All I could afford to buy was a crashed Formula Ford 1600 car, a Royale RP26. It was just the chassis and a few bits. I then spent six months trawling the country buying bits for this RP26 from all sorts of people. Back then, you had a couple of these what were, in effect, racing car scrap yards. They just bought racing cars and broke them up, so that was where I would find a lot of my bits. “I still didn’t have a clue how it all went together because I didn’t have anything to go on. I remember having to go to race meetings with my camera and take pictures on my camera of the suspension on an RP26 so see how it all fitted together. I could work out what bits I had got and what I still needed. In the end, we had to give in and go to see Alan Cornock at Royale and buy a few of the last bits, but we had saved ourselves loads of money. “I couldn’t afford to buy rose joints for example, because they were so expensive. I soon realised that everybody had loads of bent ones that they were throwing away. It is scary looking back now because I was only 16. But I would get one of these damaged rose joints, put it in a vice and warm it up with a blow torch to bend it straight – then it would be fine and it helped me to build my racing car.”

**MN:** Did you win in that Royale?

**TS:** “No, I never won anything! But I did OK. It was just me, my dad and a trailer. We were doing Champion of Mallory and Oulton. I had that car for three years up until I was 19 years old, but then I got

*continued on page 22*



Sugden leads from the front as part of the BMW Junior team in the 1990 British Touring Car Championship

**“I saved up my pocket money for my first go-kart”**

**Tim Sugden**



FEATURE

totally disillusioned and I gave up. It was costing me every penny I had and although we had some podiums and things like that, we didn’t have anyone showing us the ropes and we were totally clueless. I sold everything and went back and did some karting.

“I had just got my first pitch for selling second-hand cars, I rented it for £45 a week. I was doing alright and I was making a few quid.

“About a year after I had this forecourt, a guy called in one day who was an old friend of my dad’s. He asked me how I was getting on with the racing and I told him I had stopped. He said he was disappointed and he thought I had been quite good. He tried to talk me in to having another go. He pointed out that I could sell cars when I was 50 years old, but I couldn’t start a racing career at that age... that resonated with me a bit and I decided to give it another bash.

“I was making a bit of money then, so I was able to go and buy a Reynard 85FF from Jim Lee. It was a very unloved car and a chassis which nobody really wanted. It was only a year old, but it was very cheap. It was something like £3800. I did well in that and I won some Star of Mallory rounds. It was only at that point that I thought my racing could go somewhere. People started to help me a bit. I decided to focus on racing again and I was going to throw the kitchen sink at it.

“I sold all my second-hand cars and Colin Bennett, the team owner, helped me do a deal with Ralph Firman at Van Diemen. Ralph leased me an RF87. We paid £3000 for the season to drive that car. I had two engines from Alan Wardropper at Schloar and off I went. I had a little workshop around the back of my friend’s place where I used to prepare it myself.

“I won the Star of Mallory and I did one of the national championships as well up against guys like Eddie Irvine and Alfonso Toledano. When I went to do the national rounds, we really weren’t too far off the pace looking back.”

**Question:** *You were team-mates with Dave Coyne in Formula Renault in the GJM team in 1990. What did you learn from him?*

**John Charles**  
**Via email**  
**TS:** “What did I learn from f\*\*king Dave Coyne!? Well, we had been team-mates before at the Swift Formula Ford team. Coyney had always been a bit of a hero of mine, and then all of a sudden we were team-mates.

“I had managed to get the factory Swift Formula Ford drive in 1989 and I was on an amazing deal in the Tredaire-backed car. I remember we paid £5000 for the entire season – it was a super-cheap deal. I went through a bit of a bidding war between Van Diemen and Swift. I remember the night like it was



Sugden did a full season with Prodrive in 1992

yesterday because it was so amazing. Frank Bradley at Swift had offered me a deal for £15,000 – I didn’t have 15k, but it was cheap! At the time, everyone was paying £55,000 for Formula Ford. I rang Ralph Firman at Van Diemen and told him I was sorry but Frank had offered me this amazing package. Ralph turned around and told me he would do a deal with me for £10,000.

“I had a chat with my dad about what to do. He told me I just had to be honest and that I had to ring Frank back and tell him the score. Frank straight away said he would do it for £5000...

“I did quite well and won some races, and because of the Swift connection, I was able to move up to Formula Renault in 1990 where I was team-mates with Coyney again.

“The thing I think I learned from Coyney was to be more gobby and pushy. I remember a race on the Brands Hatch Grand Prix circuit. We had been doing testing on the Friday and I was quickest. Coyney hated that and he went up to Frank Bradley and he was complaining about his engine, saying it was down-on-power. He said that my engine was obviously mega and he wanted it in his chassis. Frank came

and asked me if it was OK to change the engines and because I was on such a good deal, I wasn’t going to disagree. The next day in qualifying, I put it on pole – and Coyney marched up to Frank and said that he wanted his engine back!”

**Question:** *Did you make a conscious decision to switch to tin-top racing, or was it forced on you due to finance?*  
**Damien Doherty**  
**Via email**

**TS:** “As I have explained, I literally never had any money. The most I ever put into a season’s single-seater racing was £20,000 when I did the Formula Renault year with Graham Warren alongside Dave Coyne. At that time it was a huge chunk of money to find. I had to grab any sponsor money I could, do deals on road cars and scrap around wherever I could. I was nowhere near having the £20,000 when I signed the deal – I probably only had a third and the money was really really tight.

“I also managed to do one Formula 3000 race at Donington Park with Colin Bennett’s CoBRA team because that is something I really really wanted to do. The cost was £8500 and I told Colin I

didn’t have the cash but I was desperate to do it. I told Colin I could scrape together £4000 so he told me to pay that and I could get a go and give him the rest later. I think I finished sixth in that race but I remember that my best lap was faster than Richard Dean, one of my best mates at the time, and he had been doing the entire season. I was very happy with that.”

**Question:** *How did the chance to join the BMW Junior team come about for 1990?*  
**Barry May**  
**Via email**

**TS:** “Without that deal, my career would have stopped at that point. BMW did a really good job with that whole junior driver thing because nobody had ever done anything like that up to that point. The BMW Junior team had a heritage in single-seaters and it went back to Marc Surer’s days in European Formula 2 but it had kind of been forgotten. These days, everyone has a junior team.

“BMW wrote to everyone involved in British motorsport. They got in touch with people like Reynard, Royale and Van Diemen and to the engine builders: Neil Brown, Minister Scholar,

everybody. They asked them each for a list of 10 names which they thought were good up-and-coming young drivers in the UK. From all of those responses, they came up with a shortlist of drivers to test.

“There were people who had a single-seater background and all sorts: Richard Dean did it too. I think there were 50 people on the original list. There were 16 of us who went for a very serious, very well-operated shootout test at Silverstone. They put us all in road cars and we were all sat next to Frank Sytner or James Weaver. They gave us all fitness tests. We all had media interviews and, of course, we got to drive the race cars.

“Even at the end of that day, they couldn’t actually decide. They didn’t intend to do this, but they invited 10 of us back for a second day about three weeks later. There as incredible pressure because everyone knew this was a very big deal for us all and all the drivers were good. I was over the moon to be picked as one of the final three who got a race deal.”

**MN:** Did you find a saloon car a bit tame after the single-seater career?  
**TS:** “Not at all: that BMW M3 was ace to



Sugden did the donkey work at Le Mans in the McLaren in 1998



The BTCC machine was a real eye-opener for the tin-top rookie

**“Team-mate Dave Coyne taught me to be more gobby”**

**Tim Sugden**





Sugden was part of the TVR Le Mans crew

drive – particularly as the car we tested was a 2.5-litre car not the two-litre one that was raced in the UK. It was fast and take into account the fastest thing I had driven up to that point was a Formula Ford car because I hadn’t even stepped up to two-litre racing by then.

“It was mega. It was left-hand drive, it had a really cool gearbox and it sounded great too.

“So suddenly then I was doing single-seaters with Formula Renault and I was doing tin-tops with BMW. I thought I was Billy Big Bollocks at the time.”

**Question:** You were linked to a Mercedes deal for the BTCC with Prodrive. What happened to that?

**Malcolm Munt**  
Via email

**TS:** “That was one of my regrets. That was definitely happening for 1993 and I had signed up. I was actually paid for a year but then nothing happened.

“Prodrive had this deal to run the Mercedes and there was no doubt about it. The BMW deal had stopped but I had the relationship with David Richards through that and he signed me up for another season. I was paid a decent salary and I was told to keep fit and keep race ready, but to keep my mouth shut.

“There was going to be this two-car, two-litre machine. It was due to be a factory team. They would have had one of the Mercedes factory drivers in one car and I was in the other. It was all agreed and it was going to be sponsored by Texaco.

“It wasn’t until the December of that year that it was all off, and it was really all down to [then-Mercedes motorsport boss] Norbert Haug. He didn’t really want two-litre touring cars because it might overshadow what he was doing in Germany. All he was interested in was DTM. It was its de facto programme. He went to the Mercedes board and told them there was no future in two-litre

touring cars. How wrong he was...

“I was mortified. I remember Tim Harvey talking to me about it and he said I had the best drive in the paddock and he was right. I then had to move heaven and earth to do a deal with Toyota and resurrect my career.”

**MN sets the scene:** Joining up with [Pink Floyd manager] Steve O’Rourke in 1997, Tim Sugden stepped into the British GT Championship in a McLaren F1 GTR and it was a relationship that would eventually take them to Le Mans as well

**Question:** How did you start your relationship with Steve O’Rourke? How important was he to your career?

**Iain Elsey**  
Via email

**TS:** “Steve O’Rourke was really important because my British Touring Car Championship career was finishing at that point. I had been racing with Toyota for two years and then it decided to pull out. After that, I went to drive for Ray Mallock and did all the development of the two-litre Opels. But I just wasn’t racing but I was testing three days a week. I did some one-make stuff like the VW Vento Cup in 1995 and then I did the full season in 1996 and I did that purely to make some money. It was a free drive and I was told any sponsorship money I could get to put on the car, I could keep for myself – and I got to keep the prize money too!

“But in terms of my career, it was really going nowhere. I tried to get a drive with the GTC sportscar team, which was running McLarens. I got hold of Alistair McQueen, who had been my engineer at Toyota, and he was a good friend of Michael Cane, who ran the team.

“I rang Cane and asked to be put in one of the McLarens, and he said no. He explained that I had no GT experience. He said he could see that I was quite good, but I had no background in

long-distance racing. But he did say that he would keep me in mind and would be in touch if any opportunities came along. That is the sort of thing everyone says and you never expect to hear anything after that.

“Weirdly, a few weeks after that, I got a phone call from a bloke. I remember it really well. It was on my answer phone at home. The guy explained that he was Steve O’Rourke and he wanted a chat. I simply did not have a clue who Steve O’Rourke was – you couldn’t Google people back then! I rang him back but I had no idea what it was about or anything. Take into account, I had no idea about the sportscar world then.

“He told me he ran a GT team and he was mates with Michael Cane, who had said I was pretty handy and I should do a test with Steve. I went to London and I had a meeting with him and had lunch, because Steve said it was important that we got along if we were going to share a car together. Then I had started to make some enquiries and speak to people about him. Michael Came explained to me who he was, and it all started to make sense.

“The lunch went well, but he said that he still wanted to see me in a car so he organised a test for me. We went to a Porsche pre-season test at Mugello and I loved that car. The test went well and I was quick, so we secured the deal.

“It was amazing and Steve was incredible. He was like a second dad to me and he was so enthusiastic about his racing. He had so many stories to tell and he used to make me laugh so much.”

**Question:** What was the best sportscar you have ever driven? You have been in so many top GT cars including McLaren, TVR, Ferrari, Porsche, Mosler and Aston Martin...

**Emma Facey**  
Via email

**TS:** “Obviously, it was the McLaren F1



Sugden took five British GT wins in the 2004 season in a Porsche



Jonny Cocker (right) leant on Sugden’s experience for 2004 GT title



# FEATURE



BMW lock-out in 1992: Steve Soper, Tim Harvey and Sugden



Sugden had a three-year relationship with the JMW sportscar team



Sugden's expertise in a Porsche took him to race at Daytona too

GTR. It was amazing and I have a big picture of it on my office wall.

"The engine was really powerful but it pulled so nicely. They way it put the grunt down made it so driveable. It was really linear in the way it accelerated. The way you sat in the car too was supercool, being right in the middle like a single-seater. It had great visibility and the ventilation in the car was really good too. I always hated being hot inside a car.

"The gearbox felt lovely, but it was really tricky because although it was sequential, it went the other way to most of the standard boxes. You had to press it forwards to change up. I raced that car for two seasons, but I really had to think about every single gearchange.

"And I had some phenomenal success with that car, so I will always hold it in a special place in my heart."

**Question: Who was your favourite team-mate to drive alongside? And who was the worst?**

**Gary Jennings**

**Via email**

**TS:** "I would say Emmanuel Collard, who I shared an EMKA and Gruppe M Porsche with over several years was one of my favourites. We did really well together. We are quite similar as characters and we were very similar in the way we drove the cars and we both liked the same kind of set-up.

"He was easy to get along with. He wasn't selfish and he wasn't manipulative. He was really good in that respect."

**MN:** And the worst team-mate?

**TS:** "I never really had a bad one. The only thing that comes to mind there is Alain Menu, who was alongside me in the Prodrive BMW in the BTCC in 1992. He taught me a lesson, it wasn't

that he was a bad driver. There was nothing wrong with him: he was a great guy and very professional.

"But I remember him teaching me a real lesson which was that he complained after the first two races. I had outqualified him for the first couple of events and he complained to David Richards that he thought my engine was better than his. Then he complained direct to BMW.

"BMW in Germany came to me and told them about this and said there was a theory I was being given better kit because I was the British driver and Alain was getting the bad end of the stick.

"When David Richards came to me and told me what was going on, I hadn't learned my lesson from Dave Coyne all those years ago. I said that I thought all the engines were pretty much the same. I was trying to be all nice about things and so I told them to give him my engine. Alain then outqualified me by half-a-tenth for the next three races... looking back, that engine probably was ever-so slightly better. It wasn't much, but it was just enough.

"So Alain wasn't a bad team-mate, but he taught me that you can't always play nicely in the motorsport game. You have got to be selfish."

**Question: You have been a driver, a driver manager, talent scout and a team owner. Which gives you the most pleasure when it comes to success?**

**Lola Barclay**

**Via email**

**TS:** "Oh, a driver certainly. Everything else is great, but it is just not the same, is it? The feeling of putting a car on pole position or winning a race – or even just a fantastic drive – is not easy to match. There is nothing else like that.

"You get pleasure out of helping a young driver or running a team which wins races or championships, but I would be lying if I didn't say that for me there is nothing that will ever beat the thrill of winning a race. It is the only time you really feel alive – well that, and a few other things that you do with less clothes on..."

**MN:** That leads us to another question: have you retired now? From driving, that is, not the other thing...



Partnering O'Rourke, Sugden won British GT in the 1998 season





Sugden turned his hand to some BriSCA F2 outings

**TS:** “I would never say that, no. I haven’t raced anything for a while and that is because I get so bogged down with every minute of every day sorting out other people’s deals and doing the deals for my teams that I look after. That means I don’t put any time or effort into my own racing.

“It has dawned on me very much over the last couple of years that I am a bronze-graded GT driver now. That is good news and I am still reasonably healthy. Every time I do jump in a car on a track day or something I realise I can still drive. So I really should put some effort into getting myself back out there. Even if it just half a dozen races or something. As a bronze, I would be OK: I think I would be quite handy. Having said that, a bronze driver with no money is only really appealing to a small number of people because generally it is the bronze driver who pays for everything. That makes me a bit of an anomaly really.

“I keep thinking that I am not getting any younger and there will be a time when I can’t do it. At the moment, I still can. So no, I am not retired.”

**“Nothing makes you as alive as winning a race”**

**Tim Harvey**

**Question: What is the scariest track you have driven at? And which one did you enjoy the most?**

**Rachael Joyce**  
**Via email**

**TS:** “I think Macau starts to come under the scary banner, I suppose. It is a really difficult circuit to learn. The only time I have ever gone to Macau I had to go there to win the Porsche Carrera Cup Asia title and I needed to finish in the top four, or something, to claim the crown.

“I remember going out in testing and I was something like five seconds off the pace. I wondered how I was going to get through. In the end, I tamed it though and I came through and I won the championship.

“I just remember the sections around the back where the corners are blind and it is very narrow. It is a much harder street circuit than somewhere like Singapore, for example.

“Conversely, that always makes it the track I enjoy the most too, because it is such a challenge. It is funny if you were to have asked me about favourite tracks before I had gone and raced in America, I would probably have said Spa or Monza or Brands GP. When you go and race in North American, all of a sudden your top five tracks are all on that continent. My favourite track of all that I always really loved was Road America. It is so cool and just a brilliant circuit. Everything about it is mind-blowing: the circuit, the layout, the feel of it. And it is also in a really nice area of the US. It feels like it is the most European of all the tracks over there.

“The other one I loved in the USA was Watkins Glen. That is such a cool track. And my third favourite track is probably Laguna Seca. I love tracks that ‘do’ things like have elevation changes and all that kind of stuff and they have iconic corners. Those are the kinds of

blind corners where you can make a difference as a driver.”

**Question: What happened to your short oval career in BriSCA F2? You won some finals in 2010...but you stopped. What skills are transferable? Are you ever tempted to try it again?**

**Mikey Godfrey**  
**Via email**

**TS:** “I won a final from the white grade in 2010, and it was my first-ever final in BriSCA F2 at Skegness. I was battling with Rob Speak and all of the top lads.

“That was amazing and I was pleased, but of course I then got put into the yellow-top grade. Then I won again in my fifth meeting at Birmingham.

Then I got pushed up another roof grade. I won some finals. When I got to red tops and that was my 11th-ever meeting.

“I had had a charmed life up to that point and I haven’t even bent a trackrod. I had managed to navigate my way through it all. Suddenly, when you are a red top, f\*\*k me, it is another world. You are with all the proper boys and I never made it through the first corner. I just kept getting put into the wall.

“I had one really scary moment where I was stationary on the track at the end of the first lap and they all came past me and I was convinced that I was going to get hit. One of them did clout into me at full speed and I was nearly knocked out. I started to think that I could really get hurt doing it. I had never really thought about that before that moment.

“Then my mum died that year. It happens, but I was very close to my mum so I just didn’t do it again. I have still got the car, although they have changed the rules so many times that my car doesn’t fit into any regulations anymore. It is a really nice RCE-built car and they ran it for me. I loved doing it and I would have another go. If my car

was still legal, I would love to have another crack at it, but I would have to do so much to my machine to make it legal again.”

**Question: What achievement in your career are you most proud of?**

**Amanda Colgate**  
**Via email**

**TS:** “It is finishing fourth at Le Mans with Steve O’Rourke and Bill Auberlen in a McLaren in 1998.

“We had tried to do Le Mans the year before with Steve. In those days you had to qualify via the test day two weeks beforehand. We were easily in the race early on in the day but then we had a gearbox problem and so we couldn’t run. Everybody started to go faster – but even with half an hour to go, we were still easily in the race – but then they all started going on new tyres and we got bumped out.

“Then we went back a year later with the McLaren. I still look back on that race every now and again and look at the amount of factory cars that were on the grid that year. There were Porsches, Mercedes, all sorts.

“We spent the least amount of time in the pits of anyone in that race: something like 34 minutes. We had a completely trouble-free run. We weren’t the fastest car by any means. First off, we were in an old McLaren against all those factory machines but we kept on going around and around.

“We weren’t slow, by any means. The other amazing thing was that Steve O’Rourke only drove for one hour and 40 minutes. I think I did something like 11-and-a-half hours. Bill and I were doing triple stints in the night. Steve drove the first stint and it wasn’t even a full stint because he had rattled it down the barriers. From 1700hrs on the Saturday, Steve got back in at 0900hrs

on Sunday morning. Bill and I just literally went back-to-back driving. We started off doing double stints and then we went into triple stints. Bill and I weren’t even able to speak to each other from 1700hrs on Saturday until 0900hrs on Sunday.

“After Steve had done another stint, Bill and I went to the end. Someone else retired and we brought it home in fourth place.”

**MN:** If someone had told you when you were buying all those Royale RP26 bits that you could finish fourth at Le Mans, would you have believed them?

**TS:** “When I look back, I didn’t know anything about anything. In thought that if I got to Formula 3, then I would have done a really good job. And then look. I look back at my career like anyone, and I think that I could have done so much better and I could have done so much more. I don’t sit there thinking ‘didn’t I do well?’ It is pretty much the opposite. There are a couple of things I missed out on, like the Audi BTCC deal that John Bintcliffe got. That would have been a dream come true.”

**Question: What advice would you give to an up-and-coming driver?**

**Russell Scobbie**  
**Via email**

**TS:** “You have got to work really hard and I honestly don’t think that most of the kids coming through the ranks now work hard enough. I just don’t think that they chase hard enough. They do a bit, but they don’t try hard enough.

“I very very rarely meet a kid who works as hard as they should – apart from the ones I manage, because I am beating them up about it all the time.

“If I was them, I would really push with the online racing if they have next to no money, there is a future there.” ■





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## COLUMNIST

## DAVID ADDISON



*MN's columnist-at-large dodges the raindrops to enjoy RallyX outing in Latvia*



The event had eclectic grids



Photos: Hal Ridge

Addison struggles to get excited by the RX2e

**A**t about the same time that most of the UK was moaning about the sudden upsurge in temperatures, probably the same people who go on holiday to somewhere hot and then moan that it was too warm, I was watching rain bucket down like I have never seen before. Welcome to Latvia.

With ace rallycross voice Andrew Coley on Extreme E duty, I am super-sub for the weekend at the little-known Bikernieki circuit in downtown Riga for a double-header for RallyX, formally known as RallyX Nordic.

The entry is a good one, although not mega, partly thanks to a clashing Finnish domestic round, while Supercar pilots Johan Kristoffersson and Mattias Ekstrom are absent, on Extreme E and ETCR duties respectively.

The timetable is a good one, too, with one event on Friday and a second on Sunday, with a day of repair time in between. Actually, there is also a round of the local Latvian and Lithuanian Rallycross Championship, which brings an eclectic mix of cars.

My co-commentator for the weekend is MN's walking rallycross encyclopaedia Hal Ridge, who turns out to be the perfect companion: he laughs at your jokes, he knows every second cousin twice-removed of the mate of the bloke spotting for the chap in fourth place and is a willing accomplice to

sampling the menu at one of the many Belgian beer bars that we discover.

Friday goes well: our commentary box is actually a studio which in turn is actually an outside broadcast truck in which editors work at one end and we are at the other, with cameras pointing at us, so that we can be in vision at any time, and a brace of monitors. Sadly, there is no view, although the broadcast times allow for watching Q1 trackside.

Good racing prevails on Friday and the Supercar final is set to be a pearler as light rain has made the surface greasy. Niclas Gronholm's Hyundai is the favourite but Yuri Belevskiy sends his Peugeot 208 up the inside at Turn 4 and discovers that enthusiasm has outweighed grip. They touch, Gronholm spins and clouts the bank but before he can rejoin, an unsighted Ole Christian Veiby wallops the Hyundai on the A-pillar and both are out of the race. Belevskiy wins, is excluded and Thomas Bryntesson's Gulf-liveried Volkswagen Polo wins. Gronholm's damage is enough to put him out for the weekend, so the day of repair time focuses on repairing hangovers instead. Ridge, purely for research purposes naturally, joins in. He claims he returned to his hotel at 0500hrs but ...

He is sufficiently rebuilt to venture back to the circuit on Saturday as we watch a round of heats for the local championships. There is a reasonable mix of classes from the Toyota Yaris Cup to the more rugged-looking Ladas,

including one with ironic mock-bullet holes as a livery. A well-supported BMW class, Super 1600 and Super 2000 precede the Supercars, although every class seems to have a raft of red flags. Wearing our media tabards, we head trackside to the loose hairpin at the rear of the circuit, where life is remarkably laid back. Children standing on marshals' posts is a new thing to me, but no-one seemed to mind.

Sunday's racing was excellent, with the RallyX organisers tempting a few of the local drivers to stay on. We gain a few more Supercars and some of the wailing BMWs stay for the 2WD Open class and take on Viktor Johansson's Mercedes 190 with its hybrid technology. Even in an old-looking car, the engineer can shine through and Johansson stands on the verge of the title. Mind you, I still can't get overly excited about Victor Vranckx in the Supercar class in his RX2e chassis: like wine in a box or steak-and-kidney pie instead of pudding, you can see the idea but it's just not right.

Still, we are set for some excellent semi-finals until the heavens open and down comes torrential rain for about 25 minutes which in turn floods the paddock and the track. Maybe 10 inches fall, certainly enough to have people needing to walk around without shoes and with trousers north of their knees. Sadly, my hire car is in such a lake...

When the rain stops, the Bikernieki marshals go to work, pumping away the water as the warmest sun of the day beats down to help dry the circuit. About 90 minutes later, we are good to go again with Belevskiy winning the Supercar final for Kenneth Hansen's team and thus writes the wrongs of Friday.

Although there seem to be a lot of Rallycross championships all pulling for the same pool of entries right now, encouragingly there seems to be no shortage of drivers suggesting that the sport is in good health. Can't wait for another visit...



Big rain meant the hire car ended up in a lake



Addison saw strange sights watching trackside

*"The repair day is spent repairing our own hangovers..."*



## SPORTING SCENE REPORTS

Photos: Paul and Ben Lawrence

SHELSLEY WALSH CLASSIC NOSTALGIA BY PAUL LAWRENCE

JULY 16-17

## BRMS TAKE TO THE HILL



The hill echoed to the sound of the V16

**The unforgettable sound of a BRM V16 engine pulling 10000rpm up the side of the Teme Valley in rural Worcestershire was the highlight of this year's Classic Nostalgia at Shelsley Walsh.**

Run in soaring temperatures, the annual Shelsley Classic drew around 10,000 people to the home of hillclimbing for two full days of action on the famous and historic 1000-yard climb.

Key celebration for this year was the 60th anniversary of BRM's victory in the 1962 World championship with Graham Hill, and a fine array of BRM single-seaters were there to be demonstrated by drivers of the calibre of Richard Attwood and Mike Wilds.

However, star of the show was the sublime recreation of the 1952 BRM V16. With key player in the vast project Rick Hall at the wheel with around 430bhp on tap, skinny period tyres and Hall committed to putting on a show, the sight and sound of the BRM was simply magnificent.

The V16 engine, which like the rest of the car has been recreated to absolute period specification, revved happily to around 10,000 and made the most wonderful noise as former BRM employee Hall gave the monster its head up the narrow ribbon of asphalt. The technically advanced engine was often troublesome 70 years ago, but the Hall and Hall team had it wonderfully on-song at Shelsley and the noise brought a smile to countless faces.

Hall was undoubtedly the hero of the moment. "It makes all the right noise, doesn't it?," said Hall. "I think we actually saw 430bhp on our dyno, which we didn't believe and we even got a guy to recalibrate everything. It's somewhere up there, definitely. It just lights the tyres up, whatever you try to do. It was a bit of an experience going up the hill the first time with a V16, and not remembering where the track went. All I wanted to do was make some noise and show the car and not do anything stupid."

Other notable BRMs running on the hill included a front-engined P25 driven by Ben Mitchell, a recent winner at Goodwood in his hands, an ex-Niki Lauda P160 V12 grand prix car from 1973 and a P48, BRM's first rear-engined F1 car. Attwood ran his own P261, a car now for sale after many races in the skilled hands of the 1970 Le Mans winner, who raced a P261 in 1966.

Another big draw was the stunning rally cars from the Ralli 22 movement, with a capacity field of 25 cars from the Group A, Group B and early WRC era, along with the modern Ford Fiesta R5 of Will Nicholls in



Richard Attwood ran

place of his planned Subaru Impreza WRC.

Top of the pack was the sensational Ford RS200 rallycross car of Steve Harris, a faithful recreation of the Mark Rennison car of the late 1980s. With around 700bhp available, Harris was mighty and set the pace among the rally cars to take the class win with a 30.70-second best on Sunday. "It's an animal," said a smiling Harris. "You've got to give it a lot of respect, otherwise it bites you hard."

Other standouts alongside Harris and Nicholls were John Peck in his Bastos Escort Cosworth, Graeme Sherry in 'X4 FMC', the ex-Colin McRae Ford Focus, and Mick Strafford who burned through a lot of rubber to the delight of the crowd in his Chevrolet Firenza Can-Am.

In the competitive element of the event, there were classes for Morgans, Austin-Healeys and Lotuses within the ever popular Paul Matty Lotus Championship. Only two cars managed to better the 30.70s climb of Harris and the RS200: Iain Stallard set a 30.54s in his Lotus 61 and Robin Nicholson set the weekend high water mark at 30.21s in his Mallock Mk20.

Despite the temperatures, a bumper crowd enjoyed the atmosphere with lots of side attractions as Classic Nostalgia once again proved itself to be a great day out for petrolheads. Plans are already afoot for the 2023 edition and a focus on star drivers and notable historic cars is surely the way ahead.



Fans packed the spectator banks for the walk down memory lane at Shelsley Walsh



The ex-Colin McRae WRC Ford Focus was on hand to wow the spectators



The Tony Southgate-designed 1970s BRM P160 was another star turn for the fans



Mike Wilds visited

**Mike Wilds: the works driver makes BRM F1 return**

The former grand prix racer had a short career at BRM, contesting just the 1975 Argentinean and Brazilian races in a P201 before being summarily dismissed by the autocratic team boss Louis Stanley for daring to suggest that the decent chassis would be even better with a Cosworth

DFV engine rather than the V12 BRM unit.

Running the P160 on Saturday was his first experience of driving up Shelsley Walsh. "I already feel at home here," said Wilds. "I have suddenly discovered Worcestershire and I absolutely love it here. I'm going to spend

more time here in the future.

"It was really nice to arrive yesterday and because of my small BRM involvement to be invited to drive the P160 up the hill. It was just as I remember because I got to the startline and I drove it away and it was sort of on 10 cylinders. And then it decided,

oh, maybe I'll go to 11 cylinders. And then it seemed to stop totally. And then it came back on 10 and then 11. By the time I got to the top it was just about on 12!"

"The first car I ever drove for BRM was a P160 and that was in a test before I signed for the team. I went to Snetterton with Chris

Amon. Chris drove the P201 and I was entrusted with a P160. And I have to say at that time the P160 was probably the best racing car I'd ever driven. I was delighted to get back in the P160 yesterday because it was the first BRM I ever drove and it's probably the last BRM I will ever drive."



SPORTING SCENE REPORTS

Photos: Paul Lawrence

BRITISH HILLCLIMB CHAMPIONSHIP: BOULEY BAY AND VAL DES TERRES BY PAUL LAWRENCE JULY 13 AND 16



Menzies survived this on the first runoff



A strong weekend kept Summers right in the hunt

MENZIES REVELS IN ISLAND LIFE WITH HAT-TRICK OF VICTORIES

**The pendulum in the British Hillclimb Championship swung back toward Wallace Menzies after he took three wins from four rounds in the Channel Islands.**

As the contenders returned to Jersey and Guernsey after a two-year Covid break, Menzies scored a mighty double win at a slippery Bouley Bay on Wednesday and then added another win at Val des Terres on Saturday.

Alex Summers shared the Guernsey wins in a title race that is likely to go down to the wire. Two of the four championship runoff events were decided by one-hundredth of a second and it was Summers who added a new record at Val des Terres to his tally as Scott Moran led the chase.

The low-speed, twisting Bouley Bay hill on Jersey was first on the agenda. During the two practice runs on Wednesday morning it was evident that the hill was still dirty and therefore relatively slow from ordinary road use.

Times slowly started to drop and after lunch it got far more serious with the first timed runs and the chance to qualify for the opening top 12 runoff.

The braking zone for the hairpin at Radio was the place that caught out several drivers and Darren Gumbleby dashed his chances by arriving at the corner backwards after a spin in his Force. It was a mistake he replicated on the second run to conclude a frustrating day. Dave Uren went in too deep on the brakes and couldn't get around the tight hairpin, so he was another not to qualify for the first runoff, while Trevor Willis saved a big moment to earn his in his place in the runoff.

First to get under the 39-second mark in the runoff was a charging Paul Haines, with a mighty 38.89s, which would secure

seventh place. Matthew Ryder (Gould GR59), meanwhile, was getting quicker on every run on his first time at the hill and dipped to 38.86s. Next up was Willis who berated himself for not doing better than a 37.57s, believing it should have been quicker.

Moran was as quick and smooth as ever at 37.40s and after Richard Spedding had booked himself fifth place with a 38.05s, Menzies attacked the hill. He was up on the splits and looking very strong but at the final hairpin a wild slide almost ended in the bank as time slipped away. It was a slide that he did well to hang on to, but it cost three or four tenths. "I blew it there, but I didn't back out!," said Menzies.

However, Menzies still posted a 37.39s, just one-hundredth of a second better than Moran with only Summers left to run. But the bottom of the hill didn't work out ideally for the DJ Firestorm and Summers stopped the clock at 37.44s meaning that Menzies had won by a whisker from Moran and Summers as just five hundredths covered the top three.

Later in the afternoon, with some cloud cover pulling the temperature down a little, Summers threw the gauntlet down as he screamed the IndyCar-engined Firestorm up the hairpins in 37.02s, the best of the day so far. Moran was a little adrift this time at 37.60s and was edged by both the charging Spedding, with 37.56s, and then Willis with 37.41s. Menzies had qualified fastest and so was last to run, knowing that he needed to hang it on the line. The Gould fired off the seafront startline and was inch perfect as it wound its way up the hill to post a 36.85s, taking the fastest time of the day, the only sub-37s climb and a double victory.

Behind Summers, Willis,

Spedding and Moran, Ryder bagged another sixth place before Guernsey's Nick Saunders rounded out a fine day with seventh in his self-developed Reynick, which backed up an earlier eighth to make him the best of the local drivers. Uren salvaged an eighth place while David Warburton and Nicola Menzies rounded out the points scorers for the second time. Nicola made it a great day for the Menzies household by setting another ladies record and being the first woman to score BHC points at Bouley Bay for five decades.

"It's been a hard shift all day, as it always is here," said Menzies after a day of searching for grip and fine-tuning launch and traction control settings. "The grip levels here are a lot lower than we're used to and it is easy to push too hard. That last run was a personal best by half a second so it shows what a fantastic time Trevor Willis did in 2016 when he set the record at 36.48s."

Summers was happy to stay firmly in the title race as the season heads towards dropped scores. "This is one of the hills that doesn't necessarily suit the car, so to come away with two podiums is OK."

After the hop across to Guernsey, the competition was just as hot at Val des Terres on the twisty, kerb-hopping climb up from St Peter Port. Once again, the first runoff could not have been closer as Summers pipped Menzies by a hundredth of a second as they both dipped four-tenths under Moran's 2016 record.

Menzies later matched his time in the second runoff as Summers slipped to fourth behind Moran and the flying Spedding, who topped the under two-litre cars throughout. Saunders was mighty on home soil to bag two superb results.



Multiple champion Scott Moran kept heat on the frontrunners with solid scores



Richard Spedding was the form man in the under two-litre division in both events

<b>Results</b>			
<b>Round 19, Bouley Bay:</b> 1 Wallace Menzies (3500cc Gould-Cosworth GR59M) 37.39s; 2 Scott Moran (4000cc Gould-Judd GR59J) 37.40s; 3 Alex Summers (2650cc DJ-Cosworth Firestorm) 37.44s; 4 Trevor Willis (3200cc OMS 28-RTE) 37.57s; 5 Richard Spedding (1585cc GWR-Hayabusa Raptor 2) 38.05s; 6 Matthew Ryder (4000cc Gould-Judd GR59JB) 38.86s; 7 Paul Haines (1300t Gould-Suzuki GR59) 38.89s; 8 Nick Saunders (1598cc Reynick-Hayabusa) 39.09s; 9 David Warburton (1600cc Gould-Suzuki GR59) 40.02s; 10 Nicola Menzies (3500cc Gould-NME GR55B) 40.38s.			
<b>Round 20, Bouley Bay:</b> 1 Menzies 36.85s; 2 Summers 37.02s; 3 Willis 37.41s; 4 Spedding 37.56s; 5 Moran 37.60s; 6 Ryder 38.39s; 7 Saunders 38.57s; 8 David Uren (3500cc Gould-NME GR55B) 39.02s; 9 Warburton 39.91s; 10 Nicola Menzies 40.04s.			
<b>Round 21, Val des Terres:</b> 1 Summers 26.56s; 2 Menzies 26.57s; 3 Moran 27.06s; 4 Spedding 27.31s; 5 Willis 27.52s; 6 Saunders 27.63s; 7 Tim Tulie (1070cc Empire-Hayabusa 00) 28.15s; 8 Uren 28.40s; 9 Warburton 28.59s; 10 Steve Brehaut (1400cc Empire-Suzuki Evo 3) 28.66s.			
<b>Round 22, Val des Terres:</b> 1 Menzies 26.57s; 2 Moran 26.86s; 3 Spedding 27.12s; 4 Summers 27.25s; 5 Saunders 27.48s; 6 Willis 27.62s; 7 Tulie 28.08s; 8 Warburton 28.14s; 9 Matt Bougourd (1300cc Force-Suzuki) 28.66s; 10 Brehaut (28.68s).			
<b>Points after (22/30 rounds):</b> 1 Menzies 205; 2 Summers 197; 3 Moran 188; 4 Willis 138; 5 Ryder 123; 6 Uren 96; etc.			



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RACING REPORTS

SILVERSTONE: CMMC BY GRAHAM KEILLOH

Photos: Mick Walker

JULY 17

KIRKPATRICK WINS DESPITE POWER WOE



Neven Kirkpatrick and Rideout split Mini wins



Chris Everill was a double winner in modern CMMC contest

Super Mighty Minis championship leader Neven Kirkpatrick, despite feeling he was short on power, made good on chief title rival Ian Slark’s absence by taking a win and third place from two thrilling four-car place-swapping victory battles at Silverstone.

Kirkpatrick won the opener after he and Steven Rideout traded the lead throughout, while David Kirkpatrick and Stuart Coombs were close pursuers. Darren Nightingale beat Mark Price in the Mighty Minis class.

Kirkpatrick told Motorsport News: “The [win] was more luck than good judgment, but I’ll take it. I decided it

must be somewhere near the end of the race so I’ll just see if I can outbrake him [Rideout] here, and as I come round the next corner I saw a chequered flag.”

The same Super Mighty Minis quartet scrapped over the race-two win, and this time Rideout prevailed for his first victory of 2022, ahead of David Kirkpatrick. In both races the first four were covered by just 0.6 seconds.

Price this time resisted James Jenkins to win in Mighty Minis after Nightingale had a lap-one smash that resulted in a race stoppage. Both drivers involved were unharmed.

Chris Everill won both Classic and Modern Motorsport Club Modern/

WRDA Welsh Sports & Saloon Car Championship contests in his Ginetta G55. He took the first win after a battle with Ginetta G50 runner David Krayem.

Krayem led from pole but dropped to third when badly boxed in by traffic at Luffield, letting Everill lead. Krayem gradually recovered and got near to Everill, but then spun and pitted.

This meant Krayem started well down for race two, and while he climbed to second place Everill built an unassailable lead.

Roy Chamberlain in his Triumph TR250 comfortably won both CMMC Classic Challenge/FISCAR and 50s races. The biggest threat to him

dissipated on lap one of race one when John Goldsmith’s Aston Martin crashed trying to pass for first. Nic Strong also twice chased Chamberlain gamely, though lost power late in race two.

Adam Croft won a thrilling Track Attack opener in his Peugeot 205 GTi, after a frenzied scrap with Kristian White’s Toyota MR2 Mk3 Roadster. It was decided on the final lap when White slid exiting Brooklands and Croft nipped by. Slow-starting poleman David Clark’s Renault 5 GT was also near at hand.

White turned the tables on Croft to win race two, after the pair had another absorbing battle.

RACE WINNERS

**CCRC Mighty Mini Championship**  
**Race 1:** Neven Kirkpatrick;  
**Race 2:** Steven Rideout

**Saloon Car Championship**  
**Races 1 & 2:** Chris Everill (Ginetta G55)

**Gaz Shocks 116 Trophy**  
Rob Carvell

**CMMC Classic Challenge/ FISCAR and 50s**  
**Races 1 & 2:** Roy Chamberlain (Triumph TR250)

**Track Attack Race Club**  
**Race 1:** Adam Croft (Peugeot 205 GTi); **Race 2:** Kristian White (Toyota MR2 Mk3 Roadster)

**CMMC Modern/ WRDA Welsh Sports &**

116 TROPHY



Carvell kept his 116 within the boundaries to win

Carvell keeps it clean to take first win

Rob Carvell claimed a long-awaited first Gaz Shocks 116 Trophy victory with a quick and immaculate run driving solo at Silverstone.

And “immaculate” was important, as track-limits penalties were regular for Carvell’s rivals in this 90-minute contest. This included for Sam Yates and Mark Sullivan’s 116, which led from pole and in the final stint Yates closed in and

passed Carvell for first on the road. However Yates by now had a track-limits drivethrough penalty to serve, then was disqualified for the same offence.

Carvell told Motorsport News: “There was a decision I had to make very early on to keep the car very tidy and very neat, and avoid going off the track limits, and that proved to be a really good decision.

“We had probably three second-place finishes and a couple of thirds [before], and this felt like it was just going to be, it felt like the right day.

“I had really good radio messaging from the team so I knew all about the penalties that every car was getting. I let Sam through.”

Yates told MN: “When you come through the last corner it was very difficult to see on the

pitwall where they were holding the [penalty] board out. None of the guys [in the team] knew what was going on.”

Chris and Jack Godden also had a clean run to finish second, while British Touring Car champion Tim Harvey with son Jamie ran competitively on debut and were third home, but dropped to sixth via dreaded track-limit penalties.

SILVERSTONE: VSCC BY PAUL LAWRENCE

JULY 16

MAEERS FENDS OFF THE CHALLENGE OF THE BRABHAMS



Justin Maeers (53) fended off Harry Painter (4) to the flag

An unlikely three-way battle at the head of the pre ’66 Racing Car contest provided the best race in the Vintage Sports-Car Cub’s annual race meeting on the Silverstone Club circuit.

The mix of pre-war and post-war single-seaters made for a very diverse grid and it was three rear-engined cars from the early 1960s that delivered a wonderful contest at the head of the action.

Justin Maeers in his Coventry Climax-engined Cooper T53 took on two rapid youngsters in Harry Painter, having a first run in his father’s twin-cam Brabham BT16, and ultra-late entry Michael O’Brien in the Speedsport Formula Junior Brabham BT6.

O’Brien was always struggling to keep his smaller-engined car

on the pace of his two rivals, but he drove a stormer to go with them as Maeers and Painter did much of the leading. In the final stages, Maeers edged the more powerful Cooper ahead by a whisker but Painter and O’Brien went side-by-side to the line in a blanket finish with an elated Painter just getting the nod by nine-hundredths of a second. “That’s the best race I’ve ever had,” said Painter of his single-seater debut.

Elsewhere on the programme, young Oliver Llewellyn bagged another win as he headed the VSCC Specials race in the family Bentley 3/8. His father Tim tried to follow suit shortly afterwards and led the FISCAR race in his Allard until the oil pressure started to slip away and he retired to the pits.

Instead, Chris Keen guided the mighty drum-braked Kurtis 500S to victory over John Ure’s Cooper Bristol.

Chris Mann won an excellent Standard and Modified Pre-War Sports race in his glorious Alfa Romeo 8C but only after seeing off a determined early challenge from the Delahaye of Ross Keeling.

A quick spin later in the race for Keeling finally settled the matter, but he still recovered to claim second as Sue Darbyshire chased the Delahaye home in her Morgan three-wheeler.

Other wins went to Julian Wilton (ERA 7B) in the Pre-War Allcomers contest, Alex Wilson (Cooper Mk10) in the 500cc Formula 3 contest and Matthew Moore in the Austin 7 centenary race in his Ulster.

RACE WINNERS

**VSCC Specials**  
Oliver Llewellyn (Bentley 3/8)

(Wolseley Hornet Special)

**FISCAR/Pre ’55 Sports Cars**  
Chris Keen (Kurtis 500S)

**Vintage Racing Cars/Pre ’66 Racing Cars**  
Justin Maeers (Cooper T53)

**Standard and Modified Pre-War Sports**  
Chris Mann (Alfa Romeo 8C Monza)

**Pre-War Handicap**  
Roland Woodtli (Riley 15/6 Special)

**Austin 7 Centenary Race**  
Matthew Moore (Austin 7 Ulster)

**500cc Formula 3**  
Alex Wilson (Cooper Mk10)

**Pre-War Handicap**  
Anthony Seber

**Pre-War Scratch**  
Julian Wilton (ERA 7B)



# RACING REPORTS

SNETTERTON: MSVR BY MARCUS PYE

JULY 16-17

Photos: Richard Styles

## SIZZLING SKYLINES TOP THE FUN IN THE SUN



Paul Mensley leads  
race-winner Ric Wood



BTCC man Josh Cook partnered Mike Gardiner to win Jack Sears

Two fire-breathing touring car retrospectives in which the Nissan Skyline R32s of Ric Wood and Jonathan Bailey outlasted the surviving Ford Sierra RS500 of David Tomlin entertained a sizeable audience basking in a heatwave at Motor Racing Legends’ new Snetterton Historic 200 weekend.

Paul Mensley’s RS500 led the opener until its electronics shut it down, but his crew turned it round for the second leg. ‘Menz’ blasted from the back to lead within a lap, but switched off when a misfire brought painful memories of a blow-up. Tomlin led both races, but faded to third, a faulty injector blunting power output second time out. Wood in his self-built Calsonic tribute Skyline and Bailey’s glorious green Kyoseki original – Toshio Suzuki/Akira Iida’s 1993 Tsukuba JTCC winner – thus scorched to the top places again. Four

weeks before the big BTCC weekend on the 300 circuit, Josh Cook drove Peter Hallford’s 1970 Boss Mustang to fourth in the finale, matching the owner’s earlier result. Cook also anchored Mike Gardiner to a one-lap victory in the HRDC Jack Sears Trophy. Mark Burton/Graham Pattle and Craig Jamieson – who qualified second, but started his immaculate car from the pitlane – completed the podium’s Lotus Cortina clean sweep. Aimee Watts (Mini Cooper S) zipped past Jamieson at the mandatory stops, proud dad Patrick’s racing DNA evident in a stunning fourth ahead of Tim Scott-Andrews’ Falcon. MRL’s RAC Woodcote/Stirling Moss Trophy race turned the clocks back to sportscars of the 1950s, when Archie Scott Brown driving Listers was darling of the Snetterton crowds.

Peter Ratcliff’s Lister-Jaguar led until half distance, but diff failure at Nelson while co-driver Luke Stephens was battling with Nick Finburgh in Ollie Crosthwaite’s Cooper Monaco sent Stephens into the grass. “The car is worth the same as my house, but someone up there was looking after me,” sighed the Caterham champion. Crosthwaite/Finburgh thus landed their first win, mirroring Jim Russell’s in ’59, from Richard Hudson/Stuart Morley (Lister-Chevrolet) and top Woodcoteers Nigel Webb/John Young (Jaguar C-type) and Rick Bourne/Malcolm Paul (Lotus-Bristol MkX). In the Pre-War race, Gareth Burnett (1939 Alta) outran the older Frazer Nash Super Sports of extrovert chain-gangers Eddie Williams/Patrick Blakeney-Edwards that wilted in the heat. Michael Birch

(Talbot AV105) and Clive Morley (Bentley) led the chase. Saturday’s three-hour RAC Pall Mall Cup contest was reaching a crescendo with Olly Bryant in Richard Hywel-Evans’ AC Cobra catching Harvey Stanley in Richard Cook’s Shelby Cobra when a refuelling infringement penalty stopped Bryant. Lukas Bscher/Jack Layton/Andrew Bentley (Jaguar E-type) and Steve, Josh and the unrelated Chris Ward (Ginetta G4R) joined Cooke/Stanley on the rostrum. James Colburn staved off brother Ben (1750 Berlina) and Chris Snowden (Group 2 Alfetta GTV) in a fine HRDC Classic Alfa Challenge bout. Also from Julius Thurgood’s stable, the Dunlop Allstars were led in by Loughborough Land Rover guru Matt Moore and Mike Thorne in thuggish unpainted AC Cobra and pristine Shelby Mustang GT350 respectively.

RACE WINNERS			
Historic Touring Car Challenge Races 1 & 2: Ric Wood (Nissan Skyline GT-R R32)	MRL RAC Pall Mall Cup Richard Cook/Harvey Stanley (Shelby Cobra)		
	HRDC Alfa Romeo Challenge James Colburn (Giulia Sprint GT)		
RAC Woodcote/Stirling Moss Trophy Ollie Crosthwaite/Nick Finburgh (Cooper Monaco T49)	BRDC Dunlop Allstars Matt Moore (AC Cobra)		
HRDC Jack Sears Trophy Mike Gardiner/Josh Cook (Ford Lotus Cortina)	Allcomers GT Challenge Vance Kearney/Richard Dougal (Maserati GT4)		
MRL Pre-War Sports Cars Gareth Burnett (Alta)			

Photos: Michael Chester

MONDELLO PARK: MPSC BY LEO NULTY

JULY 16-17

## GAUGHNAN GRABS A BRACE AT MONDELLO

The Irish Championship Circuit Racing initiative, now in its second season, continues to impress at Mondello Park, with increased publicity, social media coverage and a live stream ensuring that numbers are up, both on the grids and in the grandstand. Aaron Gaughran blasted his F3 Dallara off the outside of the front row to dominate the opening Formula BOSS Ireland race in an impressive fashion. In race two, and fought by Michael Roche and after a great battle with hard-charging Tony Greenan, Gaughran managed to squeeze by for an excellent double. Having battled through to take the chequered flag, John Whelan was excluded from an action-packed opening Zetec Fiesta race, giving Alan Dawson, who was alongside at

the flag, the win. In race two, Eoin Murray, in a one-off outing, was first home but he received a penalty for contact early on, which dropped him back and gave the win to Collie Barrable. Graham McDonnell is the reigning Fiesta ST champion and, with the Seat Supercup series not appearing at this round, he returned to the class for a one-off outing. He eased away from the pack, having made a perfect start from pole to win. In race two, with the top six reversed, he charged to second from sixth but couldn’t do anything about a delighted Michael Cullen. Cullen was also out in the Strykers and, having had a number of issues this season, was very much back on form. He took both wins, and was delighted to be shadowed across the line in race one by

his son Victor, while in race two, Johnny Taylor was second, with Victor completing the podium in third. Lee Newsome beat poleman Anthony Cross away and just held off the charging Jack Byrne in the closing stages to take the win in a typical Formula Vee thriller. Geoff Richardson and Rob Barrable shared the Irish Legends wins, battling all the way to the flag in the final race after a late-race restart gave a five-minute sprint to the flag. Mike Dermody’s Vectra and Paul Flanagan’s Clio 172 shared the Future Classic wins, while Alan Crossen took three hard-fought wins as the Superkarts made their annual visit to the Kildare venue. Mondello Park Scholarship winner David Travers took pole and two wins as the Junior Mini Challenge series kicked off.



Gaughran twice topped the Formula BOSS bout

RACE WINNERS			
Formula 125 and 150 Superkarts Race 1, 2 & 3: Alan Crossen (Anderson Maverick 250)	Barrable, Race 2, 4 & 6: Geoff Richardson	Future Classics Race 1: Mike Dermody (Opel Vectra); Race 2: Paul Flanagan (Renault Clio)	Race 2: Colm Barrable
Irish Legends Race 1, 3 & 5: Robert	Irish Strykers Race 1 & 2: Michael Cullen	Fiesta Zetec Race 1: Alan Dawson;	Formula BOSS Ireland Race 1 & 2: Aaron Gaughran (Dallara F307)
	Junior Mini Challenge Race 1 & 2: David Travers		Formula Vee Lee Newsome (Sheane)



# RACING REPORTS

Photos: Ollie Read

CASTLE COMBE: CSCC BY PETER SCHERER

JULY 16-17



Hewitson inherited Classic K triumph



Jamie Sturges took his Golf TCR to the Open Series victory at Castle Combe

## HEWISTON HEADS UP EPIC CLASSIC K SCRAP

Alex Hewitson’s Austin Healey 3000 had led the opening laps of the Classic K Race until he lost out to Allen Tice’s Marcos after 10 laps.

Jennifer Ridgway’s Lotus Elan had challenged too but had two spins before handing to father Graham, as Hewitson took charge again after the pitstops.

Ridgway took first place from Quarry on lap 31 but was given a 34-second short-stop penalty, dropping him to second and handing victory to Hewitson, with Chris Conoley/Tice third.

It was an all-Mini top three in the Swinging Sixties Group One, with

Chris Watkinson showing a clean pair of heels as Ralph and Charlie Budd kept early leader Matthew Howell at bay for second.

Oliver and Nigel Reuben’s TVR Griffith was all-conquering in Group Two. Oliver started and they were never headed when, despite a penalty for a pitstop infringement, they were still comfortably ahead of Jamie Keevill’s Lotus Elan and Jon Wolfe’s TVR Tuscan.

Having led much of the first half of the Magnificent Sevens, Jonny Pittard was back ahead as Colin Watson pitted. Although Watson rejoined second after his stop, he was soon under

pressure from Alex Fores.

Into Camp for the 21st time Fores was ahead but had brake failure and crashed heavily, bringing out the red flags. Pittard was disqualified for a yellow-flag infringement, handing victory to Watson. Robert Forsdike and Luke Tzourou completed the podium after Robert Singleton was disqualified too.

Pittard won the second race from Singleton and Watson, with only eight starters.

When Douglas Watson’s Ferrari 458 Challenge was forced to serve a short pitstop penalty, Kevin and Charles Hyde-Andrews-Bird’s Porsche 991 Cup sealed the Slicks

Series spoils from Nathan Wells/Mark Steward’s BMW M3 E46 GTR. Jamie Sturges’ Golf TCR was a distant third.

Mark Chilton’s Nissan Primera had managed to escape from Alex Taylor’s Mazda RX-7 in the Future Classics but Chilton’s 60s success penalty proved decisive as Taylor proved uncatchable. Darren Clayden’s Porsche 944 S2 was third, a lap down.

Alfie Jones’ Honda Civic Type was able to build a secure winning margin in the second half of the Tin Tops race, with Danny Cassar’s Integra ousting Adam Brown’s Fiesta ST for second.

RACE WINNERS		
<b>Classic K</b> Alexander Hewitson (Austin Healey 3000)	<b>Magnificent Sevens</b> <b>Race 1:</b> Colin Watson (Caterham C400); <b>Race 2:</b> Jonny Pittard (CSR)	<b>Tin Tops</b> Alfie Jones (Honda Civic Type R)
<b>Swinging Sixties – Group 1</b> Chris Watkinson (Austin Mini)	<b>Slicks Series</b> Kevin Bird/Charles Hyde-Andrew-Bird (Porsche 991 Carrera Cup)	<b>Modern Classics</b> Colin Tester/Brian Richardson (Porsche Boxster S)
<b>Swinging Sixties - Group 2</b> Oliver/Nigel Reuben (TVR Griffith)	<b>Future Classics</b> Alex Taylor (Mazda RX-7)	<b>New Millennium</b> Mark Smith/Boardman (BMW M3 E36 Evo)
	<b>Open Series</b> Jamie Sturges (VW Golf TCR)	

Photos: Steve Jones

CADWELL PARK: SMRC BY RACHEL HARRIS-GARDINER

JULY 16

## LONG HAUL PAYS OFF FOR C1 MAN HITCHEN



James Hitchen fended off the pressure for a brace of victories in Scottish C1 battles

RACE WINNERS				
<b>Scottish Mini Cooper/Cooper S Cup</b> <b>Cooper S</b> <b>Overall Race 1 &amp; 2:</b> Oliver Mortimer (BMW Mini Cooper S). <b>SMRC Race 1 &amp;</b>	<b>3:</b> Michael Weddell (BMW Mini Cooper) <b>SMRC Race 2:</b> Chad Little (BMW Mini Cooper)	<b>Scottish Classic Sports and Saloon Championship</b> <b>Race 1:</b> Russell Paterson (Morgan +8); <b>Race 2:</b> John Kinmond (Rover 3500)	<b>Scottish C1 Cup</b> <b>Race 1 &amp; 2:</b> James Hitchen (Citroen C1)	(Ford Fiesta ST)
			<b>Scottish Fiesta ST Cup</b> <b>Race 1 &amp; 2:</b> Liam McGill	<b>Allcomers Trophy</b> Jamie Blake (BMW Mini Cooper S)

Craig Hitchen drove all the way from Cockermonth in his Citroen C1 racing car for the Scottish Motor Racing Club’s Cadwell round and was rewarded with his first two wins.

Hitchen only started racing this year but saw off some rather physical challenges from Kyle Nisbet in fine style, particularly at Hall Bend where the two traded paint. Nisbet was usually the quicker driver in race one, but Hitchen attacked at the right time and was able to hold him at bay.

Nisbet led a good chunk of race two until a really authoritative pass by Hitchen at the Mountain, and Nisbet lost his chance of recovering the lead when his steering locked up, throwing him onto the grass and then back onto the track. Third-placed Sam Corson (both times) stayed with the leaders. He had started from pole but was never quite able to grab the front spot.

Championship-leader Finlay Brunton dropped out of race one early with car trouble but got as high as fifth in race two behind Ross Dunn.

Breakdowns played their part in the Classic Sports and Saloon championship races too. After a commanding win in race one, Morgan dealer Russell Paterson found a steering component was knocking against his +8’s inner wing and had to retire from race two.

John Kinmond, in a Rover 3500, got a good start and nipped past Andrew Graham’s Triumph TR8, earning him a second spot in race one, which he converted to a race-two win. Both times, Graham was passed by a charging Martin Reynolds in his Ford Escort. Reynolds had a nibble at Kinmond every now and then but was unable to get close enough to make a serious overtaking attempt.

Overall victory in both combined Mini races went to multi-champion Oliver Mortimer, who has bought

back a car he last raced in 2019. He was challenged in race one by Craig Blake, but had race two mostly to himself.

In the Cooper class, championship leader Weddell benefited from an excursion off-track by his main rival Chad Little, who had taken the lead. Little charged past Weddell at the start of race two and held on for the win in what was a close contest between the two aforementioned drivers and Neil Hose, who finished third.

A third mixed-grid Mini race was held for the Cooper entrants, which was won by Weddell again. He took the lead from fourth place early on, displacing Ian Munro who had been given pole position. Little also overtook Munro but was unable to get right on Weddell’s tail and had to settle for second. Munro was third. Three of the Cooper S drivers entered the Allcomers race, which was won by Jamie Blake.



MN POLL WITH MOTUL



LOLA: WHICH ARE THE CARS THAT CAPTURED THE HEART?

We need your help to select the highlights from the race car constructor. By Matt James

Photos: Motorsport Images

THE NOMINEES

The news that Till Bechtolsheimer has bought the Lola name has many fans excited. One of the most prestigious car racing firms has had fresh life breathed into it, and the future for the once-great firm seems like it is on an upward trajectory once more. So that got us thinking, and we polled our assembled experts to try and pin down which was the favourite machine produced by the Huntingdon firm. Naturally, opinions vary and that can be down to which era of race cars an enthusiast grew up with and which branch of motorsport captured the heart. Details of how to go online and vote are in the panel on this page. Please make your voice heard and we will print the results at the end of the month.

1 Lola T70 Mk3

The Lola T70 had already made its mark on the sportscar scene with John Surtees claiming the Can-Am Championship in the States in 1966 in the Mk2 version of the mighty machine – only eight years after the company was founded. Powered by a heavyweight Chevrolet V8

capable of pushing out north of 500bhp and capable of hitting 190mph, the Mk3 was introduced to the world at the 1967 Racing Car Show in London. The car was a development of the Mk2 spyder version of the sportscar and it was a huge hit with lots of customer versions being built.



HOW TO VOTE

- Visit fastcar.co.uk/motorsportnews
- Find your favourite and vote



2 Lola T332

Lola's T300 Formula 5000 offering had been a successful car, although it had been a close-run thing with rivals such as Trojan and Chevron. The tweaked T332, which featured suspension and layout refinements, was designed to put that to rights and the programme took Lola to the summit once

more. It used a stressed engine configuration and it was propelled by a Chevrolet V8, and made its debut in 1974. Brian Redman was one of the main protagonists of the single-seater and he claimed three USAC F5000 crowns in a row for the British firm between 1974 and 1976 when he was driving for Carl Haas's squad.



3 Lola T210

Sensing the prevailing wind when the FIA introduced the new European Sportscar Championship for 1970, Lola created the T210, a 1800cc car, which pushed out 235bhp. It created an iconic car and it was an immediate hit, with its first win coming in the British Sportscar Championship in the hands of Jo Bonnier, the firm's European agent. Things were tougher in Europe with fierce competition from Chevron, but Bonnier won four from the nine rounds to battle his way to the silverware.

4 Lola T90/00

After winning five races in the 1989 IndyCar season, Lola was determined to step up in 1990 and the T90/00. Lola had won two previous Indycar titles, but the T90/00 took the firm to a whole new level of dominance over

its rivals from Penke and March. Al Unser Jr took the first of his two crowns in a Galles-Kraco-run 800bhp 2.6-litre Ilmor Chevrolet-powered car after a fierce battle with Michael Andretti in his Newman/Haas version.



5 Lola Mk1

With bodywork developed by Maurice Gomm, the 1958 Lola Mk1 was the first machine from Eric Broadley's stable. Powered by a Coventry Climax engine, the lightweight 1100cc sports racer. In effect, and much like many racing cars of the time, it was a 'bitsa' – bits of other standard products bolted together to make a racing thoroughbred. The uprights at the front came from a Morris Minor and the steering rack was straight from BMC. The drum brakes came from a Triumph TR2...



6 Lola T90/50

Mark Williams refined his T89/50 design of 1989 and produced the more aerodynamically efficient T90/50, which would go on to capture the heart of Formula 3000 fans. F3000 was an easy category to fall in love with too. It had the best young talents from around the globe who were on the cusp of F1, and they were battling it out in a multi-make single-seater class for rapid machines.

7 Lola T530

Can-Am had been a happy hunting ground for Lola, and the T530 summed up its philosophy perfectly. The ground-effect T530 was probably the ultimate iteration of the category. It was a massive car, enough to scare anyone when it appeared in the rear-view mirrors. It is thought to be the biggest racing car ever built. In 1980, Formula 1 driver Patrick Tambay – who was on a sabbatical from grand prix racing – rumbled his way to seven wins from the 10 rounds in the Can-Am competition to claim the crown in his Carl Haas-entered machine.



8 Lola T600

Lola's favourite driver Brian Redman was the impetus behind the T600 programme. IMSA in the States had created a GTP category for Grand Touring Prototypes and Redman saw a business opportunity for Lola and Eric Broadley agreed. They set about building a

car from a Lola T70 base. Cars were built for the Cooke-Woods team in IMSA, which were shorter sprint-style events, but it was also beefed up to make the machine, which was powered by a Chevrolet six-litre engine, was also eligible for Le Mans and the World Endurance Championship in 1981.



9 Lola B05/40

When the LMP900 and LMP675 classes were pensioned for the 2005 sportscar season, a lot of marques were required to rethink their programmes. Lola revamped the EX257, which had carried the MG colours at Le Mans in 2001 and 2002, and created its first

bespoke LMP2 car, the B05/40. It was available to customers and had been designed to take a whole host of different powerplants such as Judd, Zytek and Acura. It was a popular car and used in the American Le Mans Series, the Le Mans series and at the 24 hour classic in France too.



10 Lola T290

The sports racer was introduced in 1972 and two up-and-coming designers, Patrick Head and John Barnard, were responsible for the look of the car. It was a development of the successful T210 (which is third on this list) and T212. It was a class winner at Le Mans in its maiden season in the hands of Barrie Smith and Rene Ligonnet.



# WHAT'S ON

## YOUTUBE REVIEW

Jim Hall is 87 years young on Saturday. He was one of the finest drivers of his generation in the United States, yet even so he's best known as a constructor of extreme innovation and importance with Chaparral Cars in the 1960s. Chaparral was an early driving force in wings – now of course long de rigueur in top-level

motorsport – and its 2J even featured fans to suck the car to the ground, near enough a decade before Gordon Murray thought of the same thing. You can get the detail on it all in an extended YouTube interview with Hall from the American Inventors interview series, at: youtube.com/

watch?v=Z0rXyMwFMUI. The interview lasts a whole hour and 19 minutes, and Hall takes us from his early work then meticulously through his aerodynamic innovations. And if you don't have that sort of time fear not as the chapters are clearly timestamped. **Graham Keilloh**



Jim Hall's Chaparrals flew by adding wings

## TV GUIDE



Leclerc and the Red Bulls resume battle in France

Sky Sports F1 kicks off its French Grand Prix coverage from Paul Ricard today with a live hour from the Formula 1 drivers' press conference at 1400hrs-1500hrs, then its preview F1 Show is on at 1900hrs-2000hrs on Friday. Ted Kravitz's Notebook chewing the qualifying fat is on at 1800hrs-1830hrs on Saturday while the race version is on at 1700hrs-1730hrs on Sunday. Channel 4 shows French GP qualifying highlights on Saturday at 1830hrs-2000hrs, and its race highlights are on Sunday at 1830hrs-2100hrs. The

channel also shows W Series action at 0900hrs-0930hrs on Sunday. On Saturday morning on Freesports you can catch some recent Legends Cars action from Anglesey at 1100hrs-1200hrs. And, for something a bit different, that follows two hours of monster truck action on the same channel. While back on Sky Sports F1 you can catch this weekend's Hockenheim Ferrari Challenge Europe action on Saturday and again on Sunday, both times at 1900hrs-2000hrs. **Graham Keilloh**

## LIVE TV

**FORMULA 1 FRANCE**  
**Practice 1:** Friday, 1230hrs-1430hrs, Sky Sports F1  
**Practice 2:** Friday, 1545hrs-1725hrs, Sky Sports F1  
**Practice 3:** Saturday, 1145hrs-1330hrs, Sky Sports F1  
**Qualifying:** Saturday, 1435hrs-1655hrs, Sky Sports F1; 1435hrs-1630hrs, Sky Sports Main Event  
**Race:** Sunday, 1230hrs-1700hrs (start time 1400hrs), Sky Sports F1; 1355hrs-1600hrs Sky Sports Main Event  
**PORSCHE SUPERCUP PAUL RICARD**  
**Race:** Sunday, 1100hrs-1200hrs, Eurosport 1; 1045hrs-1125hrs, Sky Sports F1  
**INDYCAR IOWA**  
**Practice:** Friday, 2130hrs-2300hrs, Sky Sports F1  
**Qualifying:** Saturday, 1530hrs-1645hrs, Sky Sports Arena  
**Race 1:** Sunday, 2100hrs-2300hrs, Sky Sports F1  
**Race 2:** Sunday, 2000hrs-2300hrs, Sky Sports F1  
**NASCAR POCONO Trucks race:** Saturday, 1630hrs-1900hrs, Premier Sports 2  
**Cup race:** Sunday, 1930hrs-2300hrs, Premier Sports 2  
**W SERIES PAUL RICARD**

## WHAT'S ON

**RALLYING SATURDAY**  
**Scottish Rally**  
Royal Scottish Automobile Club (spectators admitted) scottishrally.co.uk  
**Down Rally (N Ireland)**  
Rathfriland and Ballynahinch MCs (spectators admitted) downrally.com  
**RACING SATURDAY**  
**Lydden Hill, Kent**  
CMCC meeting: Pickups, Modified/Super Saloons, Tin Tops, Intermarkue Silhouette Starts racing from tba (qualifying from 0900hrs) Admission adult £15, Web lyddenhill.co.uk  
**Oulton Park International, Cheshire**  
BRSCC meeting: FF1600, Mazda MX-5s, BMW Compact Starts racing from 1140hrs (qualifying from 0830hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422  
**SATURDAY-SUNDAY**  
**Snetterton 300, Norfolk**  
BRSCC meeting: FF1600, Fun Cup, BRSCC Clubsport, Fiesta, Fiesta Junior, Modified Ford, CityCar Cup Starts Saturday, racing from 1135hrs (qualifying from 0900hrs) Sunday, racing from 1025hrs (qualifying from 0900hrs) Admission adult £14, under 13 free Web msv.com Contact 0344 225 4422  
**Anglesey, N Wales**  
Ferrari meeting: Ferrari Club, Ferrari Classic, Northern Sports/ Saloons, Alfa Romeos Starts Saturday, racing from 1400hrs (qualifying from 0930hrs) Sunday, racing from 1230hrs (qualifying from 0915hrs) Admission £15 Web angleseycircuit.com

Details correct at time of going to press. Please check with even organisers.

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Richard Salisbury caught this classic Lancia Delta in flight



Sliding BMW 1800Ti by Gary Hill



Chris Collier's retro Primera battle



Porsche in wars by Graham Lomax



Sam Nudd captures Hot Hatches

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We look at the bonkers 800bhp tin-top



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